CYCLE NEWS®

WEST

Volume XI : Number 39 : October 8, 1974 50¢

Albany Mile: Hocking incredible!

Weinert's big S.C.O.R.E. • Norton streaker

First test
Can-Am's 250 MX-1

NEWSPAPER

THE LATEST POOP

BY PAPA WEALEY

JAN BURGERS

What makes Kenny go fast? Maybe this photo from the Race of the Year at Mallory Park, England says something. Being carried around the circuit on a truck for all the fans to see before the race, most racers are laughing it up, joking, and waving. But Ken? He inspects the track one last time.

Everybody who isn't at Ontario this weekend should be at the California City G.P. Beginners race on Saturday and everybody else chases the dollars ($1,500) on Sunday.

Malcolm "Rastus" Rathmell must win the Swiss trials round September 29 if he is to defend the FIM title against Ulf Karlsson, who leads the standings after scoring a second at the Czech round last week while Rastus scored a seventh. The two have three wins apiece in the series.

American Tom Christenson gave the Europeans their first sight of an eight-second quarter-mile from a standing start as he turned an 8.98 on his dual-engined Norton "Hogslayer" at Silverstone, England September 14. No terminal speeds were available as a runaway car had wiped out half the timing lights earlier.

Does it seem that the Ford/Kissinger hardline on oil policy is actually a government attempt to egg the Arabs into cutting oil supplies again? What's it all mean?

Trophies from the July 14 Desert Barons' Bare-On Hare Scrambles and Streaking Contest can be picked up at the Check Chase October 12.

Content with the horsepower of the 700s, Yamaha's road racing wizards (Kel Carruthers and company) have turned their efforts to making the lightweights lighter and faster. Dropping this year's crankshaft in favor of last year's crank was good for three horsepower, and Ken Roberts' TZ 250 will sport an all new chrome-moly frame for Ontario.

Mark Brelsford is back in Penninsula Hospital in Burlingame, California with a leg infection.

In future weeks' issues, CN West will be serializing Gary Bailey's book, "How to Win Motocross." Better subscribe, if you don't already, so as not to miss a chapter.

We were talking to a representative of a local track the other day about the recent death of a rider there. Asked if there were any haybales where he hit the wall, the rep said, "No, there isn't any reason to have haybales there. His crash was just a fluke." The track has an average of one such "fluke" per year.

Nobody has used a flow-bench to hop up a two-stroke in this country for years. Four-stroke lovers want to keep their advantages all to themselves.

Early entries for the Fall California City Grand-Prix, (Oct. 5th and 6th), racing for a cash and contingency purse of $1,500 include Mitch Mayes, A.C. Bakken, Danny LaPorte, Doug Winchell, Bob Balentine, Gus Paull, Tom Brooks, Bill Friant, Cordis Brooks, Jim Brown, Kevin Hasten, Jim Wilson, Tom Poteet, Jeff Wright, Howard McCasland, Wayne Cook and last but not least, John and Kookie McCown.

President Ford declared October 6 the beginning of Hire the Handicapped Week. Does that include the morally handicapped? There's a bunch of them that have been thrown into the job market this year.

The English bit back as their team of Peter Collins, John Louis, Dave Jessup, and Malcolm Simmons brought home their country's first World Speedway Team Championship from the team finals at Katowice, Poland September 15.

Hull, Exeter, Kings Lynn, Belle Vue, Ipswich, box scores, player trades — sounds like baseball in a foreign setting? It's the as-yet-unfamiliar world of English league (team) speedway racing which will arrive in this country next year.

Incidentally, Scott Autrey, although stopped at the world individual finals, is considered a star of his home side Exeter team, second only to teammate Ivan Mauger.

The Czech team boycotted the Motocross des Nations as a protest against the "Popenko incident" at the Swiss round which cost Falta the 250cc title. Popenko, back on a CZ again, rode with the Russians.

Is the world ready for a 1000cc Moto-Guzzi V-Twin with automatic transmission?

To be formally unveiled at the Cologne, Germany motorcycle show: Norton Villiers Triumph's 600cc Wankel and a Dutch Van Veen OCR 1000cc twin rotor Wankel.

Triumph twins might be assembled in the eastern U.S. if a certain deal now pending goes through.

Husqvarna will pay Trans-AMA support (250cc) class winners $200 for first overall in a race, $100 for second overall and $2,000 to the overall winner of the series, providing they are riding a Husky and wearing a jersey with the Husqvarna name on the front.

Cycle News led all other consumer publications as the first choice of reading matter in a recent poll of motorcycle dealers conducted by Motorcycle Dealer News.

Anybody know where we can borrow some really old pictures of cycles in the desert, like from around 1919 to 1930? Don't have to be racing shots, but should show some desert scenery. We'll copy them and send them right back, with pay!

The Forest Ranger at Red Rock Canyon goes hunting for Indian artifacts on his Ossa Pioneer — with his cat in a box on the tank. Will kitty-biking replace Kookie?

Watch it on Mulholland Highway. The cops are as thick as ever, and traffic's been heavy.

Indiana's District 15 Club Council became the first to receive formal recognition under AMA's District Organization program. California's District 36 has filed for recognition, with other districts slowly moving in the same direction. Sidetracked by the Russ March debacle and criticized in some quarters, the program is meant to give full amateur activity sanctioning and point-keeping authority (a bit of "home rule") to recognized district organizations. Maybe next comes revenue-sharing?

A bill went into the Arkansas state legislature (H.7, Murphy) urging Congress to repeal all Federal laws and regulations which mandate the equipping of vehicles with prescribed devices, and the U.S. Senate is actively considering a bill to abolish seat-belt/ignition interlocks on cars. Could the tide be turning in favor of Right to Risk?

Five planeloads of British enthusiasts will be making it over for Daytona '75. One thousand and thirty-two tickets have already been sold for the chartered flights.

"Public" accidents (other than motor vehicles) increased six percent last year. Drowning replaced falls in public places as the leading cause of fatalities, with 5,800 deaths recorded, according to the National Safety Council.

Kern County, California has leveled a new "written permission" ordinance at off-road bikers. Described as "similar to an existing ordiance in San Bernardino County" the ruling requires anyone operating a vehicle on land not his own to be able to show a law officer written permission from the landholder. This applies to BLM land under grazing rights as well. Ron Sprayberry, of Bakersfield P.I.T.S., stood up alone before the county board to speak against it. He sure could have used some support.

MV Agusta, fresh from winning the 500cc world road racing title, is putting a lot of effort into 750cc and 350cc Fours for next season. They're said to be making good progress with the small one, but the big one (being developed for a shot at Daytona and Ontario, among other things) blew up on the test bench this month.

Posters of the nifty Racecrafter Honda road rasher, with the Hollywood Hills sign in the background, are now available from Cycle News Products for $2.75. Money back if not dazzled.

The California Outdoor Recreation League, Inc., is sponsoring a recreational vehicle parade from Redding to Burbank, California, October 15-18, in support of State Senator H.L. Richardson's campaign for United States Senator. Richardson, a conservative Republican who is facing veteran liberal Democrat Alan Cranston, hopes to draw the support he needs for an underdog victory from the "outdoor recreationist" vote. The parade organized by CORL is part of that effort. Get more information if you're interested by calling 213/773-6260.

The Scholastic Association of Motorsports is not at this time affiliated with the California Interscholastic Federation, as reported in error last week by one of Papa's cohorts.

Ascot has tendered lap money for the Novice, Junior and National Mains the weekend of the National Half-mile and Junior/Novice Invitational October 11-12, with promotional letters going out to potential sponsors. Know who's buying laps and getting the credit? Mostly makers of motocross goodies! Strange who's paying their dues in this upside-down economy.

Moto Morini's 350cc V-Twin will continue to be in short supply the rest of this year, with only 100 more scheduled before the mandatory change-over to left hand shift in January, 1975. Coming next year (Arabs willing) are a disc brake on the 350 and a 125cc six-speed single. Electric start for the 350 is a maybe for March, 1975.

The owner of the Morini factory is Signora (Mrs.) Morini! How 'bout that?

Rick Hocking not only won his first National at the Albany Mile September 29, he did it on a borrowed bike. When he wasted his regular Rocky Cycle Yamaha in practice, he was able to borrow Jim Odom's old A & A Manufacturing Yamaha to continue on.

Continued on page 42

After you sweep the first five positions at Toledo, what do you do for an encore?

You win the Terre Haute half mile the very next day.

The Toledo half mile turned out to be all Harley-Davidson. Rex Beauchamp took the race, followed closely by Corky Keener and Gary Scott. Right behind were Steve Droste and Dave Sehl.

But Corky doesn't like riding in somebody else's dust.

So he went out and took the Terre Haute half mile twenty-four hours later!

He's a real Harley-Davidson kind of rider.

The guys on our team have captured 18 of 29 A.M.A. Grand National Championships.

We hold the World Land Speed Motorcycle Record, too.

This takes men. And machines. And experience. Plus pride.

A great deal of what it takes to win goes into every motorcycle we make. Trail, cross-country, street and highway models.

Sold and serviced by a Harley-Davidson Dealer team that's the equal of our racing team.

To keep us Number 1 in pleasure riding.

AMF
Harley-Davidson

Harley-Davidson, Milwaukee, Wisconsin 53201, Member Motorcycle Industry Council.

HARLEY-DAVIDSON

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ON THE FRONT PAGE: DeWayne Jones gets slidy with the new Can-Am 250 MX-1, caught in mid-move by John Huetter. For the first-ever test of the Can-Am motocrosser you can buy, see page six.

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VOICES OF THE WEST

A concerned Troop:

I feel this complaint is well overdue, and I do not stand alone on this. It's about time Escape Country got an ambulance on stand by for the protection of our men and boys. When one of them is hurt, he lays from 45 minutes to an hour waiting to be taken to the hospital. Yes, we have heard that no one has ever died at Escape Country, but there's always a first, waiting for an ambulance or on the way to the hospital, just for the lack of services rendered. Pay? Yes we pay! Through the nose, and we expect better service, also. Other tracks seem to be able to give this service and hold up a race a few minutes for the sake of a human life.

JAN TROOP
Vista, Calif.

We are informed that Escape Country does have a paramedic on hand with an emergency-equipped station wagon to render first aid until the ambulance arrives . . . Ed.

Tommy glider pilot

You guys screwed up in your September 24 issue of CN. Tom Brooks was the glider pilot on page 17, not Kevin Hasten. At least you printed more pictures than usual.

SCOTT DRAPER
Lancaster, Calif.

Thank you all

At a recent desert race in Lucerne Valley, I was injured. I broke one of the vertabra on my lower back. I want to thank the two men who stopped immediately after the accident and helped me. My special thanks goes out to the guys with the broken bikes who stayed with me until Rescue Three arrived. Also my very special thanks to Rescue Three, the ambulance attendants, and St. Mary's Hospital in Apple Valley.

MICKEY PHILLIPS
San Bernardino, Calif.

We've come a ways

It was with a great deal of pleasure that I read the 50th Anniversary insert in *Cycle News* last week. We certainly seem to have come a long way, and there is no doubt in my mind that publications such as yours have helped immeasurably.

Keep up the good work, and always tell it like it is.

MARK B. ROSEN
Representative District 2, A.M.A.

Bicycle racing, M/C style

In interest of the rapidly growing sport of bicycle racing motocross style, we as a team offer this a friendly challenge to anyone interested in competing against us in bicycle flat track, speedway or TT type events. We are currently racing in our fourth consecutive year on fast polished concrete tracks, and would like to share our fun with others. We've found that racing bicycles has helped us considerably on the motorcycle track, as well as kept us in good shape. Not to mention the fact that is's almost as much fun. We are interested in corresponding with, and ultimately racing with anyone who shares a common interest. So if you're out there, please, let us know. We "Have Team, Will Travel."

MIKE CHORDAS, JEFF TINGEY
JON PRINCE, ROD MARBLE
912 Sierra Madre
Davis, Calif. 95616

Rokon record?

I wrote to you on July 1, 1974, objecting to an article about the length of time it takes to change tires on a Rokon, written by Mr. Ron Schneiders. In the article Mr. Schneiders told your many readers how it took about 30 minutes to change a tire on a Rokon.

Well, I have some factual news for Mr. Schneiders and your readers.

On September 15, 1974, the Kaw Valley National Enduro was held in Kansas. In that event Jim Simmons, riding an RT 340 Rokon Automatic, took first place in the heavyweight class and fourth place overall. At the end of the event a tire changing contest was held and guess who won – Jim Simmons changed a tire on an RT 340 Rokon Automatic in *three minutes and 45 seconds* and won the tire changing event.

Enclosed is a picture of Jim Simmons.

MICHAEL A. DiPRETE
Team Manager
Rokon Racing Team

Schmucks?!

"Trial tootsie?" How dast you show such ignorance? Pretty body on your week-before-last cover belongs to no less than Jeannie Cranke, Carl's wife of five years. Anyone who knows anything about Trials, knows that the Penton pits without Jeannie is like a Hare Scrambler without a spark plug. Lighten up, schmucks.

DAVID SWIFT
Venice, Calif.

In the generic sense, Mrs. Cranke is indeed a trial tootsie . . . Editor

Foxy . . . er . . . tough lady

I have one question in regards to your write-up on the Little Tuffy September 15 enduro, and that is your statement about "no creampuffs." If you were referring to powder puffs as creampuffs, then I would appreciate it if you would check with URA's records and note that at least four powder puffs attempted this enduro.

NANCY BAUM
Canoga Park, Calif.

John Huetter meant there were not any consciously "soft" enduro riders, just as there weren't any "soft" parts of the course. It was a tough ride for tough dudes . . . and dudesses . . . Ed.

Road coverage

I agree with Tiernan, the president of AMA that there should be more coverage of AMA road events.

So why don't you do so?

Have been reading your dum paper for over a year now, and haven't seen that many items on Road Rallies, Poker Runs etc.

This may come as a surprise to you, there *are* road riders, like myself, who like to know what events the motorcycle clubs (roadriding clubs) are holding. And not just a slight mention in the Calendar section. How about some stories, and coverage?

It may not be as exciting as racing, but why don't you try it, we'll like it.

I have been riding a street bike (Kaw 900) for a year now, and until I read your September 17 item "A look at the future" by Gary Van Voorhis I thought that the AMA was primarily a racing club.

HOWARD F. LINDSAY
Riverside, Calif.

CN used to cover organized road runs, but when Roger Hull's "Road Rider" magazine started publishing, we gratefully left it to him . . . Ed.

Art lover

Congratulations to your artist for your front cover September 17, 1974. Make that into a full color poster and I'll buy two. It's the best ever.

GB
Torrance, Calif.

Darryle Purcell drew it . . . Ed.

Public lands

In your September 17 issue there is a paragraph by AMA's new president, Mr. Terry Tiernan, lauding the praises of AMA's legislative advocate Gene Wirwahn. Mr. Tiernan states, "recent legislation, where 450 million acres of land was legislated open unless posted closed is a gigantic step forward."

We ask who is trying to fool whom? We would advise every motorcyclist to write to President Tiernan, Gene Wirwahn or *Cycle News* and ask for a copy of this piece of legislation.

Because, to be on the safe side you had jolly well better have a copy of this important legislation in your own little hot hands when you ride off of the trail on 93.6% of those 450 million acres of "our public lands."

MRS. HILDAMAE VOGHT
Executive Secretary
Calif. Outdoor
Recreation League
Bell, Calif.

can-am*

THE FIRST MANUFACTURER TO RECORD

1st • 2nd • 3rd IN THE

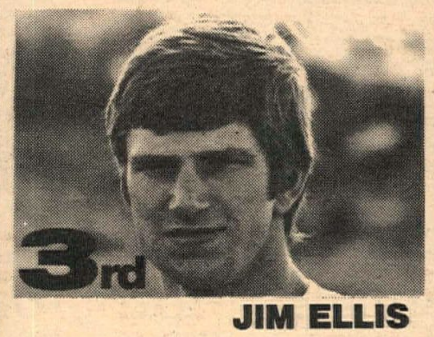
250 AMA NATIONAL CHAMPIONSHIP 1974

GARY JONES

22 years old, Hacienda Heights, California. No other rider has ever held the 250 MX championship three years in a row.

MARTY TRIPES

18 years old, Santee, California. Won Evel Knievel Snake River $125,000.00 Invitational Motocross. Two time winner of the Superbowl of MX 1972-73.



JIM ELLIS

18 years old, Cobalt, Connecticut. Won 6 out of last 8 motos in AMA National Championship. Second place in Evel Knievel Invitational Motocross.

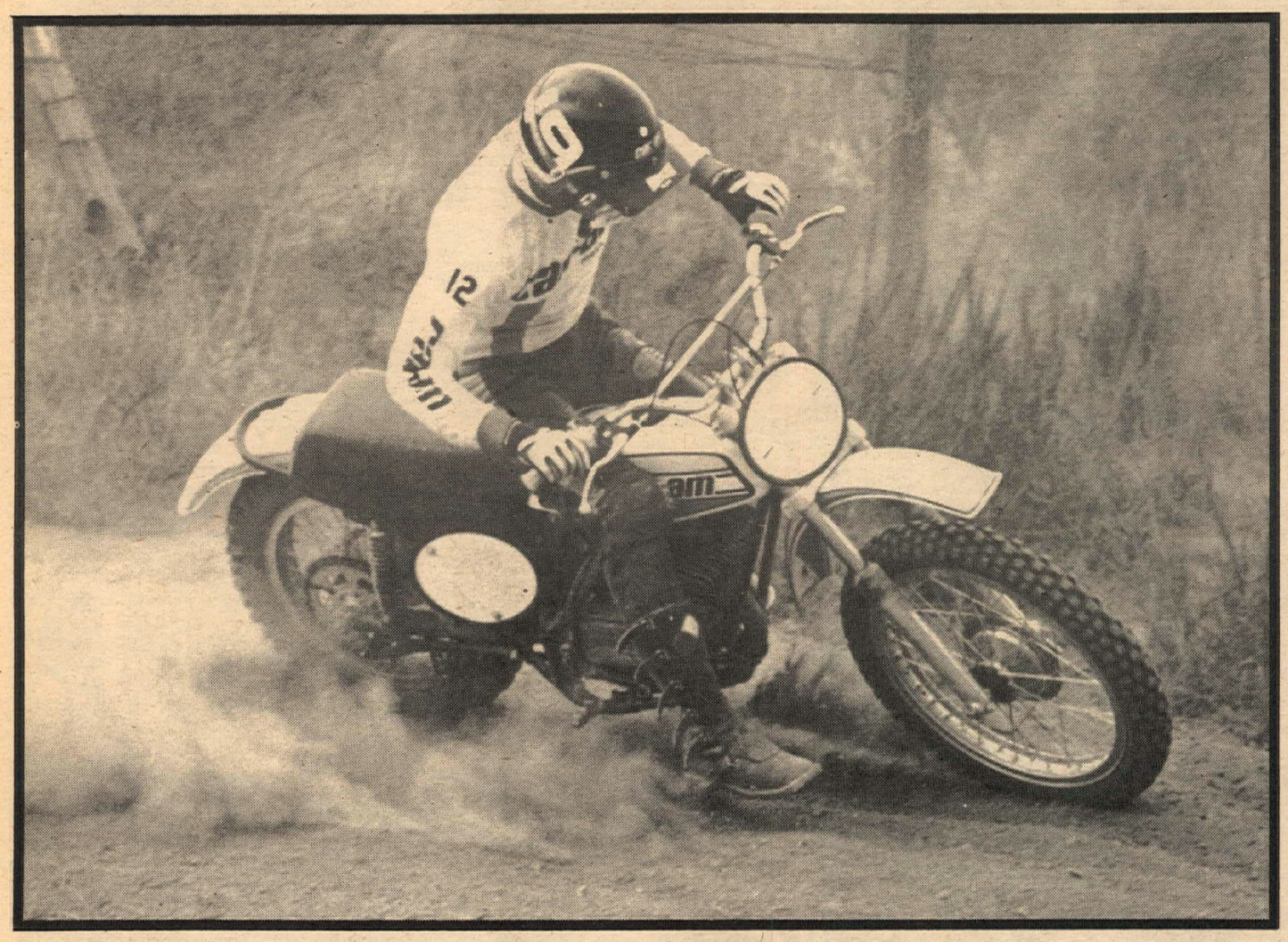
can-am*

motorcycles by bombardier

*TRADE MARK OF BOMBARDIER LIMITED, VALCOURT, QUEBEC, J0E 2L0, CANADA.

Can-Am 250 MX-1

American National MX Champion, or, 31 horses all in the same place need a quick throttle.



Up on the tank and working to keep the front end put was necessary with the Yokohama front tire. Metzelers, Barums or Trelleborgs should help.

By John Huetter

For the first time in the history of the world, a motorcycle built in North America has won a North American Motocross Championship.

The year is 1974 and the motorcycle is a Can-Am 250 MX-1. Gary Jones made his third switch of factory rides in as many seasons and won the 250cc class of the United States National Motocross Championship again. He did it on a motorcycle built and designed in Canada. If that makes all American chauvinists and industrial patriots feel bad, it should.

The motorcycles, in 125, 175, and 250 displacements may not be unqualified successes but a Can-Am 175 under Billy Uhl did win the United States Two-Day Trial Championship and a Can-Am 250 under Gary Jones, with much support from Papa Don and brother DeWayne did win the United States 250 Motocross Championship. No U.S.-built machine exists that could do either. The Canadians at least had the entrepreneurial courage to try. I sometimes get the feeling that, aside from the considerable R&D effort in this country, that the "Am" in Can-Am is a nice gesture to the potentially large American market: in this case, consumers and not producers of championship-caliber motocross equipment.

And yet, thinking on how to talk about the Can-Am sensibly, I'm reminded of a "National Lampoon" parody wherein the punctuation mark used to personify Canada was the semi-colon. You know, one of these; The implied "and" or "but" fits the 250 Can-Am motocrosser in its production form. It's good but . . .

Strip the machine down to its motive source and you find a big, black Rotax rotary valve engine. Now for some reason, probably excellent engineering, Austria seems able to harbor three or more factories that produce engines that produce large amounts of power that make machines powered by these engines go very quickly over most any kind of terrain. KTM won a 250 World Motocross Championship this year in addition to making the 250 Penton one of the most sought-after machines in the U.S. market. Just down the road from Mattinghofen, where the KTM engineers do their gas dynamics thing, the Puch factory sprawls amidst a plethora of mopeds making engines that gave them the fastest 380 in Europe (though not the best-handling) and a third in the 250 World Championship.

One or the other of these Austrian-built units is probably the fastest 250 piston port engine in the world. And then there's Rotax, a traditional builder of snowmobile engines and constant developer of rotary valve two-stroke technology with maybe the fastest rotary valve 250 engine. Now we should all be a little embarrassed to realize that snowmobile engines are more powerful, more reliable and last longer with less maintenance than comparable two-stroke motorcycle engines. But they are . . . and do.

The rotary valve itself in the 250 Can-Am is minimal which gives it lots of horses at lots of RPM. Whether or not this helps the machine we'll get into in a minute. The ports are relatively complex in shape and definitely look computer-designed. When you find out that Rotax is part of Dr. Gordon Blair's research group at Queen's University, Belfast, it's no big surprise. If you tell Blair's ICL computer the truth about what you want from an engine, it will tell you no lies about the necessary port design. Achieving that design and making the engine last is something for the Rotax engineers to sort out. Assuming that *Webco's* Schenk dyno also is a truthsayer, we then discover that the Can-Am 250 engine nudges into the previously unscaled 31 horsepower range, albeit at very high RPM.

Now be patient, we're really getting to the semi-colon part of the Can-Am's personality. Like, how often are you, Mr. Sportsman Motocrosser, going to be operating your bike at those high RPM when racing? On the other hand, the machine seems built to last for operation at many revs for a reasonably long time.

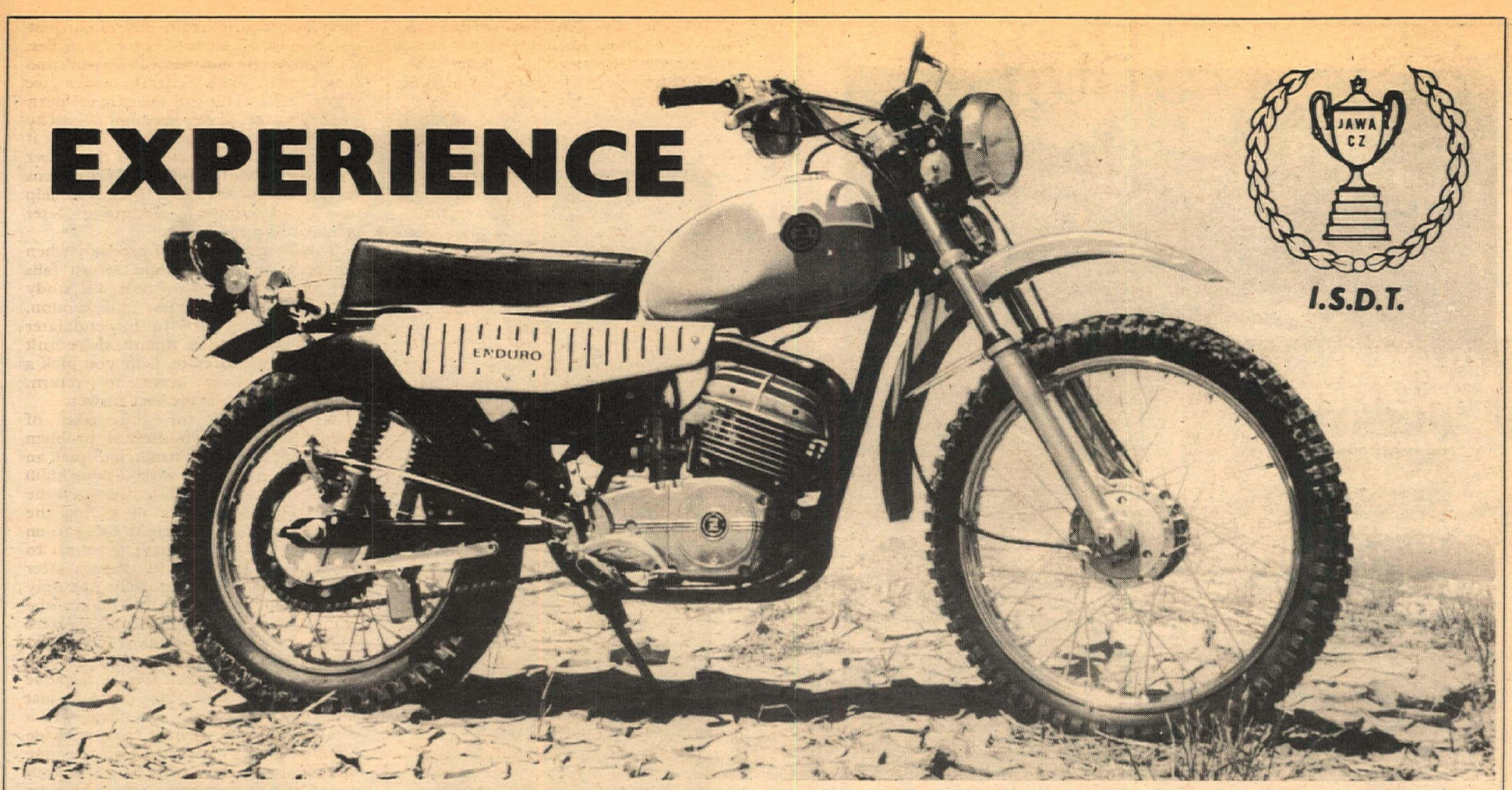
Including the engine, Can-Am didn't skimp on the components that make up the basic structure of their 250 motocrosser. The design and location of the Filtron air cleaner which leads to a very large volume still air chamber seems intended to prolong engine life by keeping extraneous particles out of it. The motor is fired by a Bosch pointless electronic ignition and carbureted through a 32mm Bing, as are all Can-Am models with varying jetting. Engine lubrication is by oil injection with straight, undiluted 30 weight pressure-fed to the main bearings from the oil reservoir in the frame backbone. The gas-air mixture arrives at the rotary valve down a fairly long tuned-length intake tract from the carb located behind the engine as per piston port practice, keeping engine width down to about 10 inches. All internal bearings are caged needle bearings; no bushings are used inside the motor. Teflon seals are used at what seem to be logical places to compensate for different coefficients of metal expansion.

Then you get to that part of motorcycle design that is currently undergoing the closest attention: frame and suspension. The Can-Am frame is well thought out. It is rigid, inherently stable but made of mild steel against the current trend toward chrome-moly steel frames. The rear engine mounting bolt is also the swingarm pivot bolt which results in constant chain geometry. This means virtually constant chain tension (hence, longer life) and correspondingly less wear on sprockets and gears when bouncing over the countryside. The steering head rake can be varied by half-degree increments from 28 degrees out to 32 degrees. Our test bike was set up with the eccentrics and washers giving 28.5 degrees of rake, intended for tight motocross courses and, incidentally, about a degree less than the standard rake of most current motocross machinery.

Up front there are six inch travel Betor forks, which are rapidly setting the performance standard for what production front suspension should be. They are progressive, impart excellent feel, and don't kick back even when severely bottomed. The only time they bottomed was when selecting a bad line resulted in hitting a pothole in the hard SoCal adobe after a jump. The bike continued straight and the rider survived. It is by now axiomatic with the new seals installed at the factory but we'll say it anyway: the Betors never leaked a drop despite a lot of hard pounding.

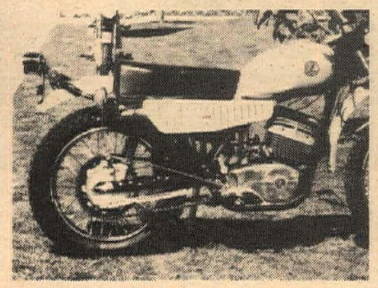
The 250 Can-Am comes with S&W

EXPERIENCE



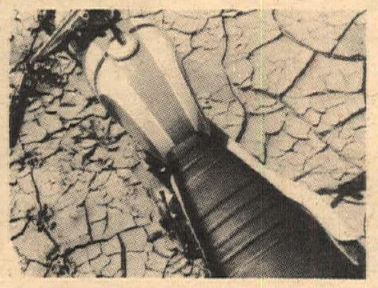
EASY TO RIDE

Famous CZ handling, power and reliability in a street legal motorcycle. We put our years of EXPERIENCE to work to develop an enduro machine that will be truly competitive in the roughest events, yet tractable enough for city streets.



WIDE RATIO

The new CZ 250 Enduro has a number of other features that add to its excellence. New lower frame for a lower center of gravity. New lightweight cylinder and sunburst head for maximum cooling. New quiet exhaust with high pipe to stay up and in, out of the way. Wide ratio gearbox to give you power when you need it!



SLIM PROFILE

The new slim profile of the CZ Enduro makes it easier to ride and ideal for those places where "body english" is a must. The handling while standing on the pegs is exceptional and the response to the throttle is quick and sensitive.

WE HAVE IT! Experience in consistently winning the toughest off-road races in the world. *The International Six Days Trials.* With the series just completed JAWA-CZ has won five consecutive times and this year made it a sweep by winning the World Trophy, Silver Vase, the manufacturer's team and 16 gold medals.

This kind of performance requires EXPERIENCE in engineering. Engineering that keeps a machine at peak performance day after day over all kinds of terrain. . . . EXPERIENCE in producing equipment of the best materials in a manner that will last long after others have fallen apart. . . . EXPERIENCE in design to provide the easiest to ride and most comfortable machine for spending day after rugged day in the saddle.

The new CZ 250 Enduro is here! and it's based on EXPERIENCE.

You can now ride the new 250 Enduro and see what it's like to own a *real* "dual purpose" machine. It's an EXPERIENCE!!

AMERICAN JAWA LTD.

WEST: 18408 LAUREL PARK ROAD, DRAWER 15, COMPTON, CALIF. 90224

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and
Kawasaki of Tucson, Inc.
2634 N. 1st Ave., Tucson, AZ 85719
Salem's Motorcycle Hdq. (shop #1)
3839 N. 7th St., Phoenix, AZ 85014
Winners Circle (Shop #2)
8610 E. Apache Trail, Mesa, AZ 85207

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American Motocross
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Billy Uhl in action. Photo by Jack Mangus.

Only the best riders using the best equipment stand a chance of winning a Gold Medal in I.S.D.T. competition. U.S. Riders Dick Burleson, Carl Cranke, Tom Penton, Billy Uhl, Jack Penton and Malcom Smith won Gold Medals this year, and they *all* used Preston Petty Products on their bikes.

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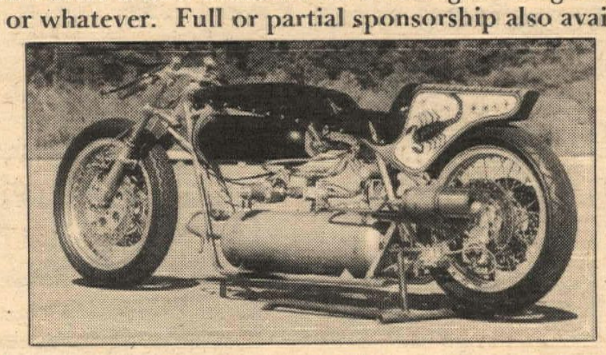

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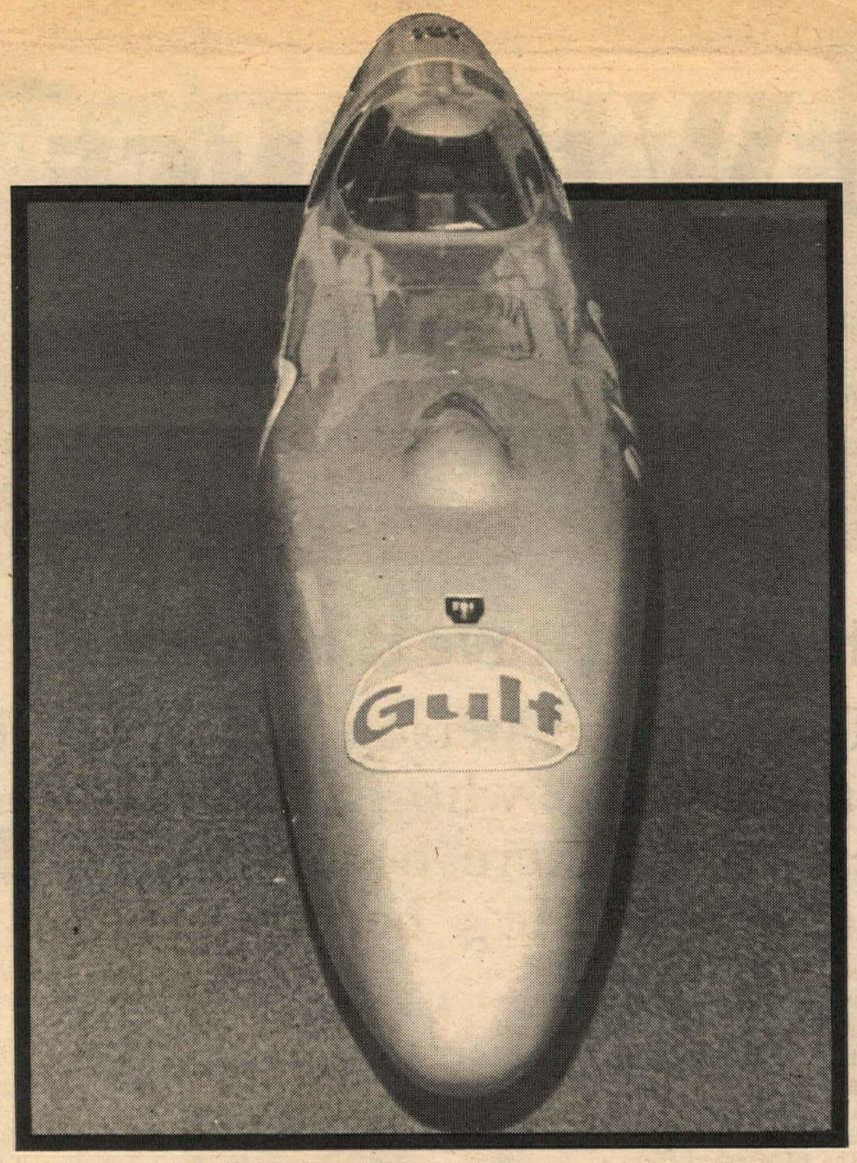

Manning/Norton Liner:

A slippery shape to assault the salt

By Lane Campbell

Sometime during the first week of October, Denis Manning will strap himself into a dual-engined Norton streamliner of his own design and attempt to break Harley-Davidson's long-standing motorcycle land speed record at the Bonneville Salt Flats. Working in his favor is the fact that Manning also designed and built the record-holding Harley-Davidson liner.

The new 16-foot-long machine was officially unveiled in Hollywood by Norton Villiers Triumph September 18. What were the major lessons learned from the H-D effort? First, the rider can see out of this one. Second, the machine is truly aerostable in its design speed range, as it incorporates two carefully matched, three-dimensional airfoil sections in its fiberglass body envelope. With a drag coefficient of .0758, it is one of the most aerodynamically efficient shapes ever tested in the Cal Tech wind tunnel.

The two engines are virtually stock 850cc Commando units, prepared by T.C. Christenson and John Gregory using Lloyd-Manning-Blackwell-designed injectors, running unsupercharged on a methanolbase, nitro fuel. They are connected to a separate H-D gearbox, and geared for 300 MPH at 6900 RPM.

Rear suspension is by rigid struts, while the front is carried on modified Formula One car units. The center-hub steering has a lock-to-lock spread of 30 degrees, controlled by links from a stubby set of handlebars that are in turn mounted on a swing-up subframe which pivots out of the way to let the rider in and out of the slim cockpit.

The mild-steel frame is nickel-bronze welded, English style, and weighs 150 pounds bare. Two retractable skids stabilize the machine at low speeds and drag chutes supplement an aircraft rear disc brake for slowing. Skids and chute are activated by a charge of 500 psi bottled nitrogen stored in the nose.

The whole project is a technical tour-de-force, and it has been done painstakingly well by Manning and his close-knit crew. If there is any weak link, it will be the tires. The Land Speed Record Goodyears were not available, so special Dunlops are being used. Manning put his tire problem this way at the press conference:

"The English, with their usual capacity for understatement, told us the tires would be OK up to 300 MPH, but over 300, Boom! We were supposed to get 40 tires from them, but only received 22. The rest failed in test. It's -uh- not done the best for our confidence."

"If we crash, Wixom guarantees we can have new bodywork within three days," he added at another point in the conference. To bring home the record, Denis has to crack 265.492 MPH on a two-way average. He wants, however, to go 300.

WRITIN' AROUND

The desert–love it or leave it

"The average person with an off-road vehicle who comes to the desert isn't here because he loves the desert. He's here because he loves his vehicle," remarked an active Sierra Clubber named George Service recently. Service recalls for a reporter a case in Southern California where a club laid out a cross-country race course that ran over an ancient archeological site.

"The BLM asked them to move the course, but because they had no authority to arrest anybody, the club simply told the agent to go to hell."

That's enough information to turn a loyal Sierra Clubber into an environ-mental case. Which is what is happening to the Barstow-Vegas event right now. The Berkeley-based Environmental Defense Fund is waging a legal battle against the federal agency charged with overseeing America's deserts to make the BLM close all desert areas to human beings with vehicles. The annual Barstow-Vegas hare and hound is the pride and joy of the San Gabriel Valley Motorcycle Club. It is the greatest ORV event in the desert.

A spokesman for the San Gabriel club says that the recent public action by BLM of temporarily denying permission for the 1974 event, and rejecting the proposed route, is only a gesture to the anti-human forces. He feels certain that the agency will relent in time for the banner-drop on November 30. BLM agents are cooperating with the club in laying out an accepted route, and he reminds us that BLM limited the entries to 2500 in 1972, but placed no limit on the 1973 event, where the disputed dollar-per-rider desert use fee was first imposed. "We will not be paying for them to harass us." Doesn't every desert rider love the desert at least as much as the desert-lovers do? Might as well ask Evel Knievel if he loves the canyon.

No doubt the BLM will let the event run – this time. They have not the power nor the inclination (so it appears) to try and prevent 3,000 motorcycle racers from staging their annual sport biggie in the desert. They will again plead lack of funds, lack of guns, lack of authority. They will try to keep damage to the desert and certain "cultural values" to a minimum, of course. "If we do not relent," BLM will plead to the desert denyers, "the club might tell the agency to go to hell."

This kind of Service we can do without

George Service, whose quote we found in Southland magazine dated September 22, 1974 is not alone in his views; but he is principally mistaken. For he fails to grant others the love that he accords himself. Service, who owns Desert Expeditions, a guided tour-by-trailer business, "wants to change desert haters into desert lovers," the magazine says.

Unfortunately, by spreading his half-baked gospel that we who love our vehicles do not also love the desert, he is making the world a worse place to be. He is labeling us as the enemy, while his drivers lecture the tourists as they view the Mojave from his fleet of comfortable trailers. (By keeping his tours under 25 at a time, Service avoids paying the so-called "desert use fee.")

With hustlers like this spreading poison against us, how soon should we expect the sickness to hit? Today the environmental case molests our Barstow-Vegas race. Tomorrow, will there only be air conditioned trailer-bus tours for us desert lovers?

Charles Clayton

Columns I never finished writing

Evel Knievel, 1938-1974

. . . .

Opportunity galore in cycles

Enterprising enthusiasts who want to start a little income of their own need look no farther for the opportunity than their own garages. There are the needs; what can you do to fill them? For example, my control cable housings are frayed. I'd bandage them with tape, like everybody does, but there must be something that works better; a co-worker lends me a can of "liquid insulation," black, vinyl-like substance that electricians use sometimes instead of tape. You paint it on, it dries like a new outer cable. Covers scuffs on seats, too. Somebody ought to market this stuff for cycles . . . .

Are you a Nonarchist?

A Nonarchist is someone who doesn't believe in government in any form. Unlike anarchy, which is government without laws, nonarchy doesn't even think about government at all. Most motorcycle enthusiasts are Nonarchists. They unconsciously accept the fact that there is a government, but want to have nothing to do with it, hate to be reminded of it and don't want to read anything about politics in a motorcycle paper . . . .

Apathy epidemic hits motorcycle press

. . . .

Charles Clayton

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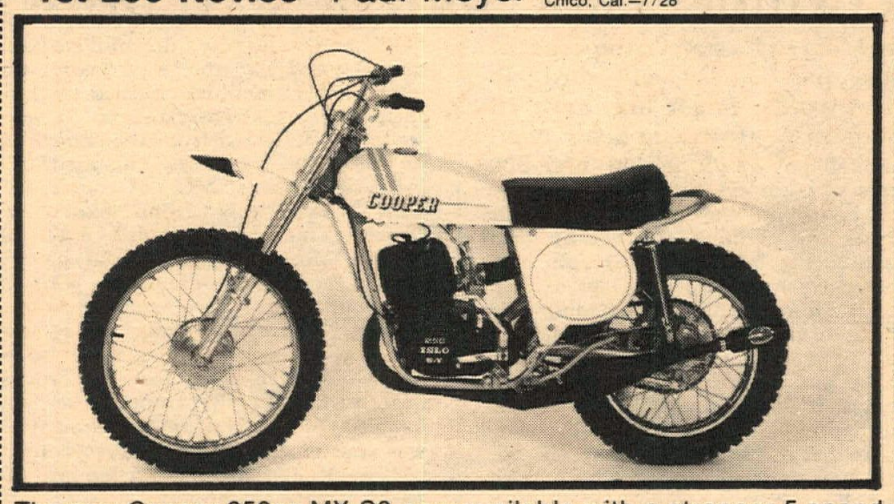
1st 250 Short Track—Rich Hammersmith Marysville, Cal.
1st 250 Novice—Paul Meyer 7 consecutive races Chico, Cal.—7/28



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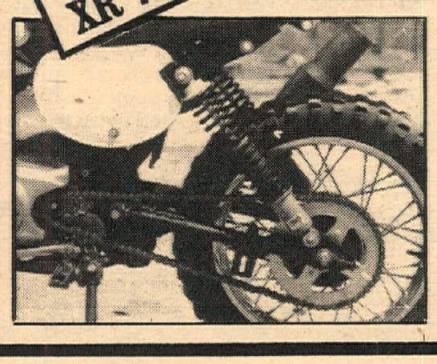

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CRC Rawhide GP

What do you say about a race where 80% DNF?

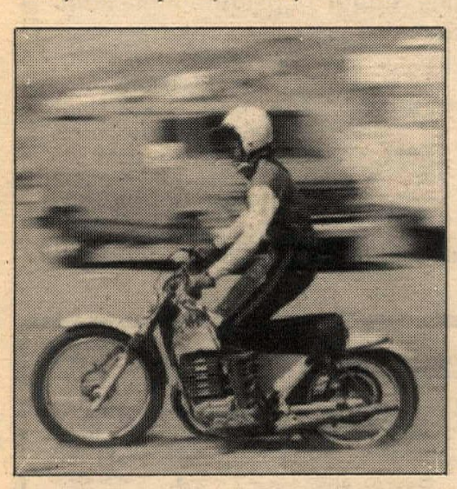
By John Huetter

ELSINORE, CAL., SEPT. 29

Any fault lay with the environment. Six months of dry heat had turned normally farily moist Rawhide Park into a sere brown piece of real estate composed of equal parts rocks and dust. In other words, much like most of Southern California in September.

The unhappy result for the over 300 racers who turned out to do battle for two hours on the rugged seven-mile course was boiling thick dust that obscured the front wheel of your own motorcycle in the opening laps of each race as a hundred or so riders contended for those vital front positions where it was possible to see, to engage in some racing, and to avoid the football-size rocks that kept growing on the course. The happy part was a good, demanding course that put skill ahead of speed.

If you survived the first lap, which most did, (There was only one injury all day.) riders were treated to a very demanding, rugged course that included ridge-running, boulder-berms, some really fine uphills worthy of the term "GP" and, naturally, downhills of the same type. As the day wore on, hundreds of knobbies churned the hills to hub-deep silt so that some riders were stalled or deflected from the good lines on the fairly steep rises. This made it a lot easier to pass them, of course, but most competitors from Expert to Beginner had little trouble with the circuit. Most competitors did have a little trouble contending with a two-hour race over such tortuous terrain. The event really sorted out those who had prepared their bikes, brains, and bodies for the rocks, heat, dust, and hills from those who hadn't. On the first loop, I thought it was one of CRC's old enduro courses but eventually lap times settled into the 13-15 minute range.



Then there was the racing. Open class overall winner Hugh Williams whizzes past on his chopped and channeled rigid suspension Maico.

Riders got strung out very quickly, more so in the last race of the day for Open class machinery as front-runners took advantage of dust-free vision. Those behind often purposely let distance grow between them so they could see the rocks and chuckholes. At times, there were no good lines left in the hard adobe and shale so speed was not the answer; careful trail riding was. Then, when the course dropped down out of the hills in slow, fast-leaping undulations to the tight Rawhide motocross course, there were plenty of good lines all over the still-tacky track (except through the three large, deep, artificial waterholes where there was only one line that prevented drowning) but few riders were using them. Must have been a lot of desert racers entered. Mud caked on the dust.

When you got clear of the dust, remembered where the two blind dropoffs were, and found a riding pace that could be maintained for two hours, the course actually became pretty entertaining to ride. It was imaginatively laid out and well marked with ribbon and CRC arrows which, at times, enhanced the feeling that you'd stumbled into a reasonably difficult enduro. And it was an endurance race. The attrition rate was fairly staggering considering a mixed bag of Beginners, Novices, Intermediates, and Experts that totalled about 100 (sometimes more) for each of the three separate starts by displacement class. By the end of the Open class bout, about 15 bikes and riders were still circulating, barely. Not too many more turned the final lap of the eight laps most riders made in the 0-200 or 250 classes, either. Those who finished truly earned their finishing pins by the checkered.

Part of getting a good start was coming from astride the front wheel to astride the seat as rapidly as you can. Handstands did not prove practical.

When it was all over but the scoring, you couldn't help but reflect how fine the two-hour format and the course designated by CRC head Jerry McNeal would be if it were even a little wet and tacky. Say, after a month or two of intermittent rain. Jerry mentioned that he planned to repeat this scene in February when it should be a stone gas with a little water in the creek and a little traction on the hillsides. With the considerable advantage of improved vision, there are likely to be some serious dices during 120 minutes.

This time, most of the early leaders built up impressive leads of a minute or more but DNF'd the race leaving stalwart survivors to fill the top positions. What is still surprising is how many "Beginners" seem to find their way into the top 10 overall in these races. Frankly, we aren't buying it. Neither is the CRC as most of the "Beginners" found themselves reclassified pretty quickly. It really gets embarrassing when one of the "Beginners" wins overall, which was barely avoided today.

Most riders viewed the long, demanding, endurance race as a fine challenge and the course as plenty rough. It was a rare opportunity to see if you could press yourself on a closed course for two hours and survive. Team Turkey was, of course, completely up to the challenge but part of TT retired gracefully with dustovision while part retired awkwardly after a notably ungraceful encounter with one of the invisible rocks on the ridge line and resulting mechanical failures. The solution to all these problems, and more, is simple. Make it rain. Now if the CRC really had some clout they'd get some damp weather to go with the good organization which makes it easy to race their events and the fine, tough courses which make it, uh, challenging, to finish them. They should do this thing again.

Results

0-200: 1. Jeff Larsen (Suz) Nov; 2. Rusty Clarke (Oss) Nov; 3. Darryll House (Pen) Nov; 4. Fernando Belair (C-A) Nov; 5. Glenn Page (Suz) Beg; 6. Cindi Watson (Suz) PP; 7. Kathy Campbell (Suz) PP; 8. Jim Hall (Yam) Mini.

250: 1. Jamie Avels (Yam) Int; 2. Mike Lyons (Kaw) Nov; 3. Wayne Martin (Hus) Nov; 4. Gary Egloff (Hus) Nov; 5. Rick Sanders (Oss) Int; 6. Jim Smith (Yam) Nov; 7. Frank Neimeyer (Suz) Ex.

Open: 1. Hugh Williams (Mai) Ex; 2. Dave Wood (Yam) Nov; 3. Bill Thomas (Yam) Nov; 4. David Borck (Mai) Nov; 5. Mike Owens (Suz) Nov.

Stages in a two-hour race, Part I. Get a good start, otherwise you ate dust and couldn't see very well, either, for about half an hour (two laps). Those who didn't regretted it.

PHOTOS BY LES ZIMMERMAN & HUETTER

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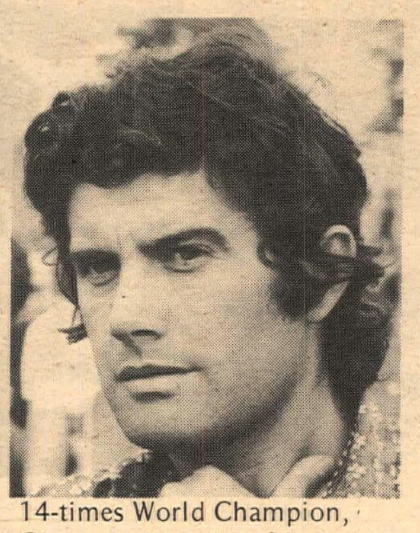
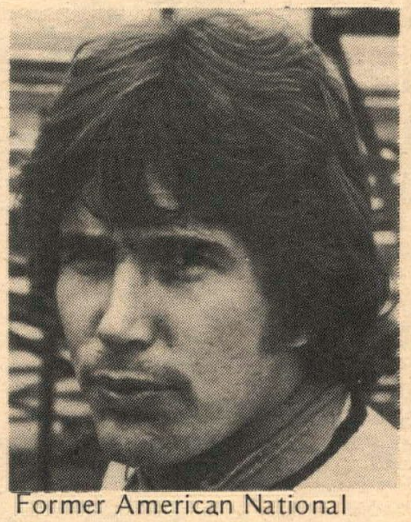


14-times World Champion, Giacomo Agostini of Italy

American National Champion, Kenny Roberts

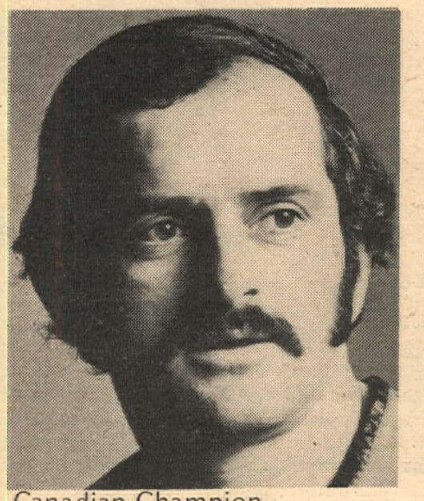
British 750 Champion, Barry Sheene



Former American National Champion, Gene Romero

Australian Champion, Greg Hansford

Finish Champion, "Teppi" Lansivuori



Canadian Champion, Yvon DuHamel

New Zealand Champion, John Boote

ABOUT THE WEEKEND

This weekend, motorcycle champions from all over the world will be gathering at Ontario Motor Speedway to contest the CHAMPION SPARK PLUG MOTORCYCLE CLASSICS, two 100-mile races back to back on Sunday, October 6th. The weekend's program starts with qualifying on Friday and continues with qualifying races, the Expert-Junior Final and Light and Heavyweight Production races on Saturday.

PRICES

Admission for the weekend is very reasonable, and you can even camp out on the infield of the Speedway on Saturday night — the first time for this race. The Super Ticket, which includes 3-day General Admission, Garage Pass & Camping/Parking, can only be purchased in advance, through the Ontario Ticket Office.

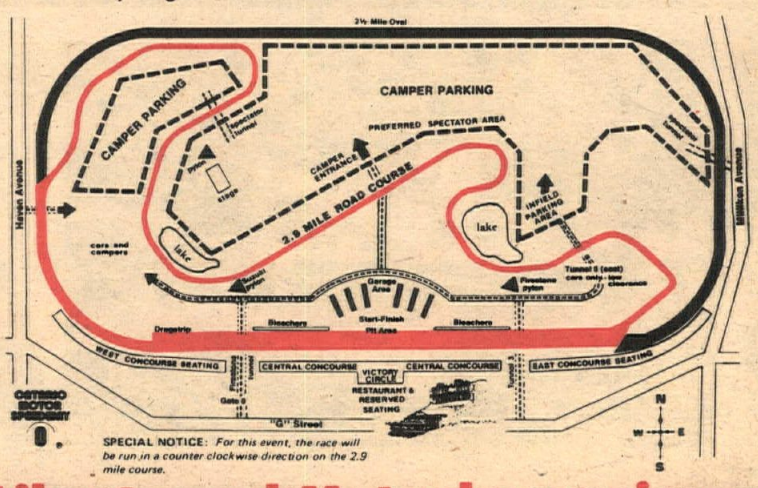
ADVANCE			GATE		
Friday	$ 2		Friday	$ 2	
Saturday	$ 3	Adult	Saturday	$ 4	Adult
	$ 2	Young Adult		$ 3	Young Adult
Sunday	$ 6	Adult	Sunday	$ 7	Adult
	$ 4	Young Adult		$ 5	Young Adult
3-Day	$10	Adult	3-Day	$11	Adult
	$ 7	Young Adult		$ 8	Young Adult
Super Ticket	$12				

SCHEDULE OF EVENTS

FRIDAY
1:00 pm Practice

SATURDAY
8:30 am Practice
10:20 am Qualifying Races
2:00 pm 50-Mile Novice Final
3:00 pm 50-Mile Expert-Junior Final
4:00 pm 30-Mile Lightweight Production Race
4:30 pm 40-Mile Heavyweight Production Race

SUNDAY
8:00 am Gates Open
9:30 am Practice
12:00 Noon 50-Mile Junior Race
1:00 pm Opening Ceremonies
1:30 pm 1st 100-Mile Expert Race
3:30 pm 2nd 100-Mile Expert Race



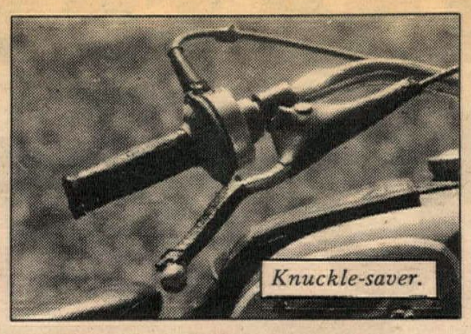
SPECIAL NOTICE: *For this event, the race will be run in a counter clockwise direction on the 2.9 mile course.*

Trippe, Cox Associates Inc.
Speedway Box Office, 3901 East G. Street, Ontario, Ca. 91764
For Information phone (714) 979-8761

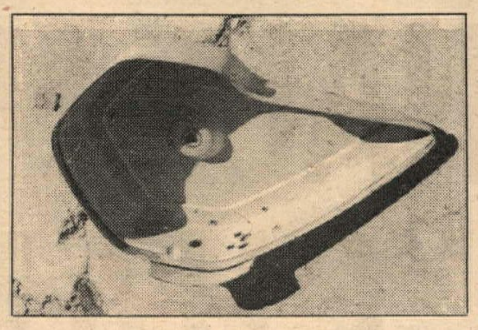
Tickets also available at Ticketron and all Liberty and Mutual agencies

Burleson's bike...

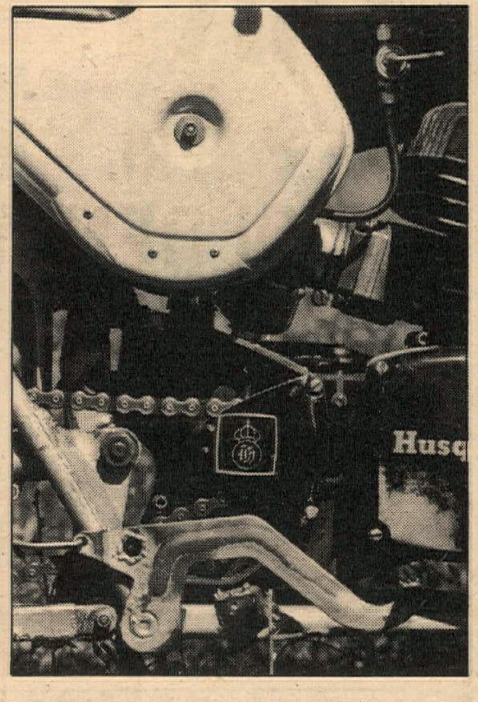
. . . is 90% stock Husqvarna. The remaining 10% "trick stuff" consists mainly of King Richard's own personal mods to suit the individual preferences of the nation's leading enduro rider. It isn't pretty, but it works. Photos by Jim Gianatsis and Charles Morey.

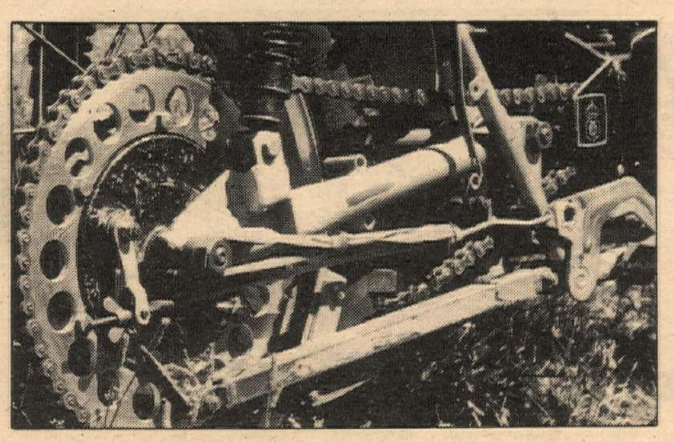


Knuckle-saver.



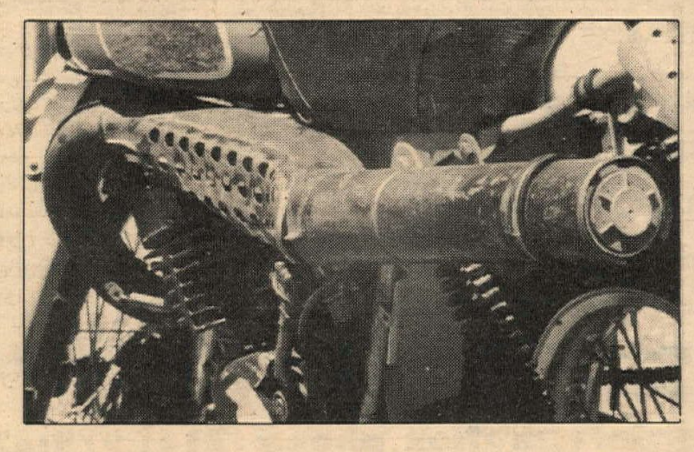
The most radical departure from stock WR components, the magnesium MX motor, is fitted with a 6-speed WR gear cluster. Chain cover was cut away like the MXers. The stock air box was drilled, then covered, to drain errant water droplets.





Dick chose the standard "short" swingarm with rear-mounted Girlings over the "long" swingarm/forward-mounted Bilstein arrangement. Malcolm Smith built the brake torque arm. A rubber band returns the brake rod. Brake light switch hangs where the last tree branch or rock put it.

The pipe (again, stock Husky) is fitted with a Skyway silencer insert. Heat shield was tucked in, under the influence of Burleson's hammer.



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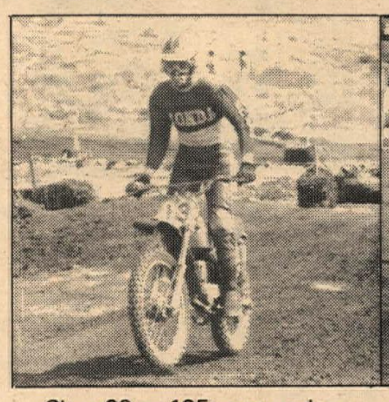

Class 20 — 125cc or under. Bruce McDougal of Orange, CA won on a 125cc Honda.

Class 21 — 250cc or under. Ken Zahrt of Woodland Hills, CA won on a 250cc Bultaco.

Class 22 — 251cc or over. James Weinert of Mission Viejo, CA won on a 450cc Kawasaki.

Winners for the Class 20, Class 21, and the Class 22 at the S.C.O.R.E. AC/Delco World Championship Off-Road Road Race, Sept. 27-29, 1974.

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CRC Cocks Crow Enduro:

Couldn't see the cocks for the. . .etc.

By Larry Langley

STODDARD VALLEY, CAL., SEPT. 22

The first loop of this enduro can be described in one word: dusty. It wasn't too difficult (which is how family enduro first loops are supposed to be) but if you weren't out in front of your minute you couldn'd see much.

CRC had problems with their first check. Most riders had 2.8 miles on their odometers at the three mile check so they dialed in an error factor of .2 every three only to find the check .2 miles off. Clint Sweet (CRC's crack layout chief) was incredulous but began to believe it may indeed have been off after the 50th rider complained. Most of CRC's checks were right on.

Since the first check was thrown out, that left only one other secret check to score the first loopers. Powder Puffer Gail Cumberland zeroed the loop and also the tiebreaker followed by Nancy Johnson who only lost three seconds. Jeff Francis was the only other one looper to zero the loop, losing 15 seconds. Jeff was in the under 16 class.

While the first loop was a little lacking in checks, the second had five. Three times CRC led the riders down an easy trail and then off of a cliff into a check. It required a lot of skill, luck, and work to zero the loop. A lot of neat ridge running and windy washes with speeds just about right were run fast enough to keep you humping to stay on time but just short of hare and hound.

After all was said and done B class rider Raymond Rieger (Pen) had unofficially won the Cocks Crow enduro, losing just 21 seconds between two tiebreaker checks. Right behind him was another B 250cc rider, Jim Dutches, who lost 32 seconds. Interestingly enough, Jim rode his daughter Elizabeth buddy up on the first loop so they will take the buddy up class also.

The only rider to zero the enduro was Charles Brown, an Open B class rider on a 360 Yamaha. Charlie lost 42 seconds. Charlie signed up as a C class rider but Jerry McNeal instantly re-classified him up a notch stating that no C class rider should have zeroed the run. What happend to the A riders? They got totally skunked in the top three.

There was a lack of communications on the course. A rider broke his collarbone and it took three hours to get him on his way to the hospital. •

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The CRC Cock's Crow enduro had this miracle ingredient known as dust. It covers up all the dirty bikers roaring through the sands of time.

Chaparrals Coyote Chase Enduro:

Couldn't see the coyotes for the dust

By Larry Langley

ANDERSON DRY LAKE, CAL., SEPT. 21

Less than 100 riders turned out for the Chaparrals night enduro here in the Lucerne Valley.

The Lucerne Valley is probably the worst place to throw a night enduro. There's nothing but sand, whoop-dee-doos and rocks — not exactly the best riding at night.

At 9:01 p.m. the first riders blasted off into the darkness for 75.3 miles of "coyote chasing." It was soon apparent we would never see any coyotes. When you put your wrist watch up to your face and can't see it, *that's* dusty!

The first check brought good news and bad news. The bad news was we were a minute late to the check. The good news was their clock was off a minute. (Had us confused for a while.)

Somewhere out there in the vast Lucerne Valley, on some windy fireroad, I unloaded right hard. Skidding along on my right shoulder, futilely trying to kick my scooter away from me, I tried to see if there were other riders coming from behind. Sure enough, one was bearing down at a pretty good clip. I jumped up and did some frantic waving to try to keep him from crashing into my poor bike. It's a good thing that rider knew how to use both brakes. He locked them up and missed — just barely. I picked it up and discovered my front brake lever was broken. Just great. My shoulder was starting to ache and my arm was skinned up . . . and I was late. Sigh . . .

The Chaparrals had the knack to lead you along right on time and then bam! All of a sudden you were running almost out of your minute with a check right there to catch you.

The route chart was interesting in that they did not call the lunch (dinner?) check a known check, rather it was an unnumbered "gas check." This means the three mile rule did not apply to the finish and so they had a check about a mile out to catch the riders who didn't read their schedule closely. There was a nice downhill before the check to slow you down. Remember my broken lever? It was fun trying to get down that hill at night without a front brake. It's really bad when the engine dies and all of a sudden you've no lights. Scary.

After a 30 minute break for gas and repairs it was time for the 39 mile second loop. The first eight miles were the same as the first loop but the average was 24 MPH instead of the 18 MPH on the first loop. They even had a check in the same spot as the first loop. Tricky, those Chaparrals.

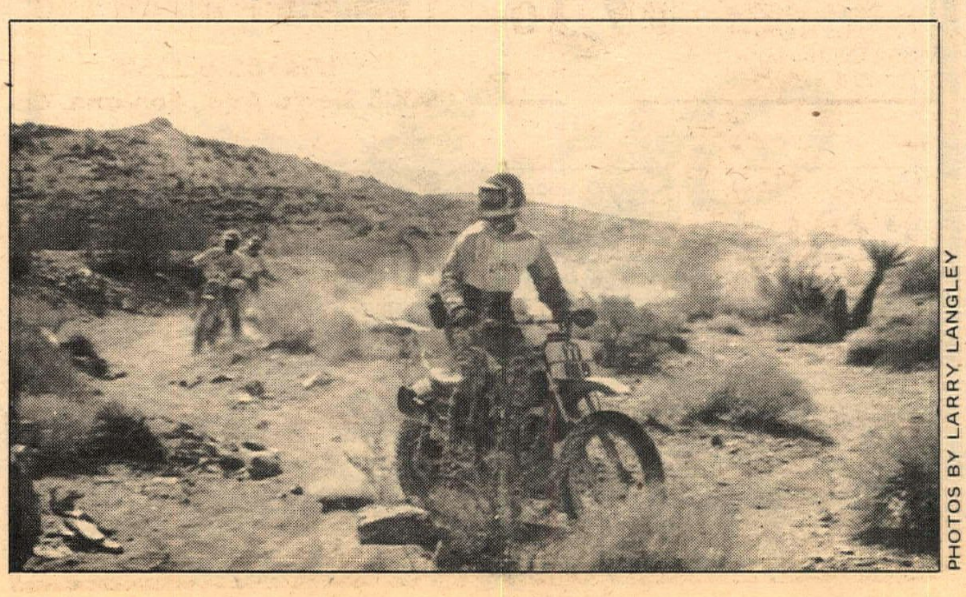
By now we were getting a little weary, not being able to relax for a second. The second check was right in a rock field and disaster struck again; I smacked a rock with my left foot between it and the foot peg. I thought for sure I had broken it. After a little whimpering and such, I left the check not even caring that we were two minutes late.

Some of the riders had quartz-iodine headlights which make the stock lights seem like candles by comparison. However, the dust was so bad at times it was like riding in pea soup fog. Just horrendous. Coming out of a sand wash the course turned right and a lot of riders missed the turn. One rider came back on the course just in front of me as we entered a section of cross grain ravines. He was late and really hooking it. The third ravine had a bad drop off on the other side and said rider went flying through the air and disappeared. I slowed down fearing the worst and came over the crest to find him under the bike. After pulling the bike off of him. we discovered he wasn't hurt, just shaken up.

The Chaparrals used stakes dipped in 3M reflective paint to mark the course and they worked real well. They must have hauled a ton of them out there. They also had ribbon and arrows but only the stakes showed through the dust.

Just before the finish they led us up a ridge and dropped us off of another downhill into the finish check. Everything was pretty loose with none of the pressures of a D-37 run. The course was challenging for a night run but not overly difficult. The dust again was the biggest problem but that would take a pretty good size watering truck to solve. It was now three a.m. and time to load up and head over to the CRC enduro. We did this a month ago and haven't learned our lesson yet. *(Least now you know why Papa doesn't ride knobbies at night . . . Ed.)* ●

Ahh . . . a shot of the great American Desert without the miracle ingredient . . . almost.



PHOTOS BY LARRY LANGLEY

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Can-Am's 31 Horses

Continued from page 7

yourself and invest in a nice Metzeler, or Barum, or Trelleborg or something else that hooks up within a few minutes of the time you'd like it to. You should be able to get a good deal on one of those in 4.00 X 18 dimensions.

The front wheel, shod with similar product, wanted to wash out in almost every corner and, at least once, succeeded. The rider was always correcting for it, and it was necessary to get right up on the gas cap to load up the front end enough to execute those supersharp turns the 28.5 degrees would indicate you could do. Just when you'd gotten on your line, the front tire wouldn't slide, plow, track, or drift; it would *slip* out in a very disconcerting manner. Replace this front tire even before it wears out unless a Trelleborg does appear on your Can-Am. Maybe try a little more rake in the steering head, too, if that doesn't fix the wash-out problem.

Otherwise, the Can-Am 250 had very good turning manners. It will cut 180s with amazing accuracy and control or square off just fine. In marked contrast to the uncertain front end, you always knew where the rear end was and what it was doing. It gave very good feedback, would hang out just as far as you told it to *via* the throttle and was very predictable in corners and straights. It was one of the most surprise-free conventional rear ends encountered. Traditionally, we should say the long swingarm helps. It probably does. So do the S&W springs and dampers. They are at their best in this sharp cornering business.

The Can-Am has a very "different" feel (we almost said bizarre) that takes some adapting to. Since there's not much low end response with the normal amount of throttle twist, you tend to pick a gear lower but when you do that, the rear wheel spins. So you pick a higher gear, take a new grip on the throttle and gas it up into the snappy kind of power you were looking for but then that's taken more time than your habitual riding reflexes had been counting on, so you maybe muff the turn or any gain in advantage on the uphill, or whatever. Refer back to simple solution B) above.

Going in fourth or fifth gear, you can get into a tank-slapper situation quickly on a bumpy track as the front end starts to get light. However, the front end never feels light any other time except when it's slipping away in a corner. It is not a bike for block-long wheelies by squids, thank God. In seeming contradiction to the last sentences, performance in whoop-de-doos is pretty darn good. You can really move along if you keep your weight back and your arms straight to keep the front end from twitching. The suspension and long-ish swingarm work well to keep the machine straight over the bumps. The "feel" of the bike still isn't very light but it does feel solid and won't plow into every third bump. Again, it seems like time passes while you get up to that considerable top speed. As one expert rider put it, "The power isn't 'right now' but it does have a lot of it."

So the Can-Am MX-1 is very fast, appropriately quiet, for the most part well-engineered and well-built, has lots of horsepower only some of which is usable some of the time by most would-be owner-racers with stock gearing too high for the powerband the engine produces and . . . See what we mean? The semi-colon personality of the machine comes to mind again. On a selected course, it can be raced competitively, to win, just as it comes out of the crate. But you probably won't decide to race it that way if you buy one for competition or even for fast play-riding. But the Can-Am is built in North America and the factory is very responsive to suggested design changes and they did honestly win first and third spots in U.S. 250 motocross ratings with an untried bike in its first year on the competition circuit. And it should last a couple of seasons without major repairs but it did pop out of gear from time to time. Well, we're very glad there is a Can-Am 250 MX-1 but with just a little more refinement it could be a truly excellent motocross machine, better than most anything stock, but that might raise the cost; ; ; ; ; ; ; ●

Specifications

Wheelbase	53.5 – 54.5"
Swingarm length	20"
Seat height w/170 lb. rider	33.5"
Ground clearance	6.5"
Handlebar width	34"
Suspension	Front – 6" Betor forks Rear – 3.5" S&W Dampers w/88 lb. springs
Rear wheel travel	5.5"
Wheels/tires	Akront rims w/Yokohama 3.00 x 21 (F) & 4.00 x 18 (R)
Displacement	247cc
Type	Two-stroke rotary valve
Bore x stroke	74 x 57.5mm
Filtration	Oiled Filtron to still air box
Ignition	Bosch electronic
Carburetion	Bing 32mm concentric
Lubrication	Pump-driven oil (30 wt.) from reservoir in frame
Oil capacity	1.1 qt.
Fuel capacity	1.8 U.S. gal.
Frame	Double downtube, single backbone, full cradle
Price	$1395.00

Getting dark and dirty in Tucson

By Kent Nicolls

TUCSON, ARI., SEPT. 14

Night motocross is the best thing ever to racers in Southern Arizona's sweltering summertime.

JIM KELSO

According to our sources, this is Phil Burns on a Honda in a 125 Novice Div. I moto. Must be that getting dark and dirty in AZ does something to a guy.

The 125 Experts of two years ago would be hard pressed to keep up with tonight's Beginners here at Tucson MX Park. These guys are beginners in name only, and would be cherrypickers except they all go so fast that there is no one to be taken advantage of. In the second race of the 125 Beginner Division II class, a young rider who has tried very hard for a long time finally came into his own. Richard Doyle (Hon) grabbed the lead off the line only to be passed by Gary Davis (Hon) and Tom Owen on the first uphill straight. Then Owen went wide in one downhill off-camber turn, and Doyle slipped inside to take over second place. This was the same position he got overall with Davis taking top honors and Owens garnering third.

Some tracks use a starting gate. Some use a rubber band. Sometimes gates don't go down all the way, and rubber bands give nasty burns and break – TMP uses a light, an idea that migrated from the drag strip, and it works neat. ●

Results in the Results Section.

Rolf returns but Yorba wins

By Alan Shepherd

CARLSBAD, CAL., SEPT. 22

Former World Champ Rolf Tibblin pounded his American home stomping grounds in the CMC 500 Pros at Carlsbad today and took fifth on a factory Husky. The master still showed some of the tricks he learned long before we Yanks ever heard of the sport.

Topping his class was Mike Yorba on his Wheelsmith Maico, without winning a single moto. Two seconds were enough as first moto winner Wayne Boyer (Che) spilled while leading the second and faded to seventh for third overall. Jim Wilson (CZ), who topped the class last week, was second with a pair of thirds. Second moto winner Jim Cooke (Kaw) had his problems early with an eighth in the first race to end up fourth, just ahead of Tibblin's five-four showing.

Rex Staten (Hon) swept the 250 Pros but it looked like it might go another way. Jeff Vidic (Mai) built an immediate lead in the first moto only to retire for the day. Seems his breakfast wanted some relaxing. Then, Rich Grafton (Yam), back from a well deserved vacation in Reno, Nevada after his Snake River showing, took over only to have his gearbox go to lunch.

With those two out of action, the way was clear for Staten. But, in the second moto, Marty Moates, on a disguised Honda (riding with his old Rickman shirt on) pushed hard for the early stages and then settled back for a second easy second, and second overall. Rich Pinnick stashed away two thirds for third. ●

Ron Thompson gets dramatic at the De Anza hillclimb September 8. Results in the Results Section.

JIM MOCK III

THE NATIONAL PAPERS

Mark down the date, Saturday night, October 12th. It's the night that Kenny Roberts can reach the ranks of the immortal. It's the

night when if he can win the 15th running of the Ascot half-mile National he may set a record that can never again be broken.

Earlier this year Kenny placed his name in the books when he won the Peoria T.T. He had never before won a National T.T. and by doing so he became only the second rider to ever win all five types of AMA Nationals at least once (Half-mile, Mile, TT, Short Track, Road Race). It took him three-and-a-half seasons to do it.

But as the season went from race to race an even more important factor came to light. Along the line, Kenny has won six National races this season and within the six, four are different types. (Short Track, TT, Mile, Road Race).

This leaves only a half-mile victory and Kenny will have scored a "Grand Slam" in a single season. Nobody has ever come close to doing it in the past.

When National race announcer Roxy Rockwood dug out this fact, there were three half-miles left on the schedule: Toledo, Terre Haute and Ascot. Now there is only one – Ascot.

Roberts gave it all he had at Toledo but had to win the semi to become the last man to qualify for the final. In doing so he had to beat his two teammates, Gene Romero and Don Castro.

For all but the final two laps of the Toledo final Roberts was running tenth, or farther back. A last lap surge gained him a seventh, his second worst finish this year when he didn't crash or have engine failure.

The next day he tried again to stand alone in the record books. It was at Terre Haute. But he ran up against one who many consider the best all around half-miler in the nation this year, Michigan's Corky Keener. Keener finished second.

This brings it all back home – Ascot – the track where Kenny learned professional dirt track racing. It's the same track where he won the National last year, after he had won the Grand National title.

The title has been won again but Roberts, due to contract agreement, has not ridden the Ascot half-mile a single time this year. His last time was a year ago.

Ascot has produced no less than 10 different Expert main event winners this season. Aldana, Rockwood, Lawwill, Hocking, Gennai, Hateley, Romero, Morrison, Hockie, Keeter. Gary Scott tried many times early this year and couldn't win, Corky Keener tried once in mid-season and couldn't win. In fact, it was the only time this year that Keener was shut out.

All but Rockwood, the '71 National winner, will be on hand on October 12th to try and keep Roberts from becoming immortal. Half-miles have not been Kenny's strong point this year.

He was caught and passed on the last lap at Columbus by Mike Kidd for the win. Kidd, who was the nation's leading National half-miler with a win and two thirds, is also out with injury for Ascot.

By Ascot time Kenny will also be trying for another record, to tie the single season mark of eight National wins by Joe Leonard, set 20 years ago in 1954.

The track that started Kenny on his way to fame and money (he will make over $160,000 this year), may be just the track that will keep him from the chance to score the "Grand Slam" in a single season.

An added attraction for the Ascot National weekend this year is twofold. For the first time there will be a special Junior Invitational half-mile on Friday night, the 11th.

The first of these was tried a few weeks ago at the Toledo National. They time trialed down to a dozen riders and the only western rider on the line was Ascot's top Junior, Skip Aksland. At the drop of the flag he was run into, at the first turn he was knocked down. The race was not stopped and re-started.

It went on to become a four-racer duel to the finish between riders from Georgia, Texas, Ohio and Michigan. Those four Juniors will be at Ascot on the 11th. Aksland and a lot of others feel that Skip was "had" at Toledo and the race should have been restarted due to the fact it was a first time special invitational. Now he gets one more chance, on home turf.

The Junior race is in addition to a Novice invitational and Expert TT, all on the Friday night before Roberts challenges the rest of the racing world for the last time this season.

It should alone be worth the price of admission to see the last Roberts-Keener race of the year. Keener would like to become the first rider in 15 years to ever win the Ascot National and not call California home. His tuner, Bart Markel, tried for years and failed. Bart will be in the pits on the 12th with that old gleam in his eye.

It is also reported that the October 12th National will be the last AMA half-mile of the season at the Gardena speed path that has bred so many aces since it first opened its doors back in 1957. For ticket info call (213) 321-1610 or 323-9710.

Robert F. Read

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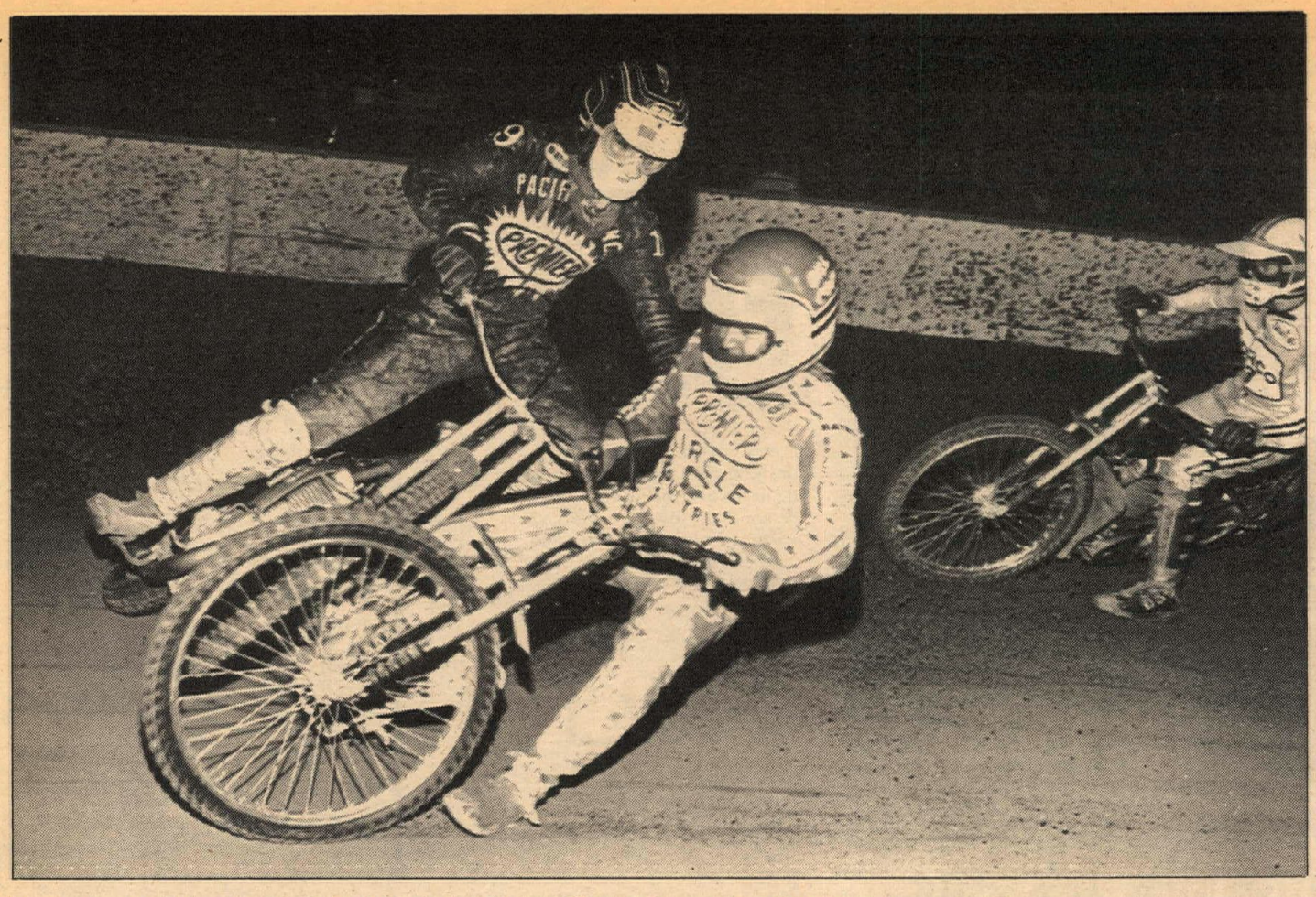


You've heard of the "flying W?" Well this is the "flying M" as performed by Bill Cody and Sonny Nutter in the light and dark leathers respectively, at Irwindale last Thursday.

SPEEDWAY WEEK

By Dennis Greene

Ventura, California
Tuesday, September 24, 1974

With the running of the Track Championship, the 1974 season at the Ventura County Fairgrounds has come to an end. The 20-event

championship was dominated by Steve Bast who pulled 14 points out of a possible 15 to become the new track champ and take over yet another title that was formerly held by his brother and current U.S. Speedway champ Mike Bast.

In addition to the first division show, there were five second division events to select the top rider in that category. Wayne Lewis took the honors in second division.

Meanwhile in the first division, it took 13 points to take the second spot and going into the last race it was Scott Sivadge and Mike Konle tied for second place against Steve Bast. Big Mike and Steve Bast got tied up with each other and let Sivadge get by for the win. Mike Went wide and Steve put on the pressure, taking over second. That was the only point Bast lost in the entire evening's racing and Scott ended up second overall. Konle's loss dropped him to fourth behind third place finisher Wild Bill Cody. Bast finished with 14, Sivadge with 13, Cody with 12 and Konle with 11.

With the National title race just a little more than a month away, Steve Bast is the odds-on favorite to regain the number one plate. Fittingly, the season at Ventura ended the same way it started, with a capacity crowd.

Irwindale, California
Thursday, September 26, 1974

"Speedway is not a contact sport!" At least this is what the referee Ralph Tow keeps saying every time there is a pile-up. This past Thursday night Tow made this perfectly clear to Rick Woods when he disqualified Woods for making what was deemed a dangerous pass on the inside of Mark Cherf, knocking him to the ground. This was one of the few times the crowd was in agreement with the officials.

Later Woods claimed that the decision was wrong. "I had the right-of-way. Mark pulled down on me. I wasn't even sideways, trying to give him racing room but he just kept coming down until we collided. I wouldn't take a chance like that in a $5 heat race."

There were several other crashes that night but most were just racing luck and no one was put out. One of the division two events was restarted so many times I lost count and they ran out of reserve riders. Finally the referee told them "if you don't make it this time the race will be scratched."

Sonny Nutter and Bill Cody collided earlier in the night but both made it to the Scratch Main event along with Dubb Ferrell and Jeff Sexton. Nutter got off to an early lead and went the distance for the win. Ferrell got past Jeff Sexton in the second lap while Jeff was holding off Bill Cody, who finished fourth.

In the Handicap Main it was Ed Williams, who has won it three times this month after going most of the year without a win. He deserved this one; Mike Muntean put pressure on Williams all the way in the five-lap event.

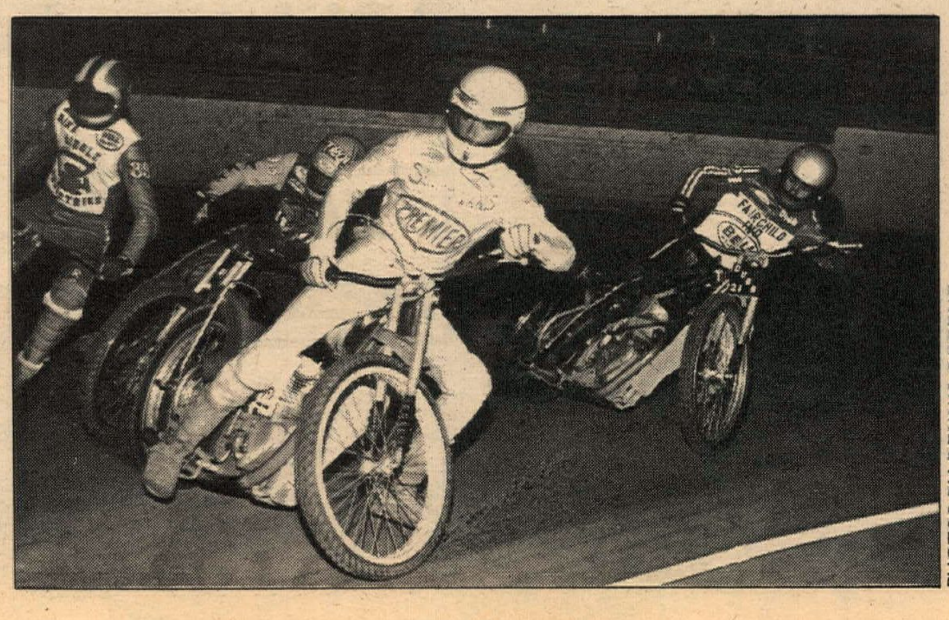
Costa Mesa, California
Friday, September 27, 1974

'Way back in April, at the Costa Mesa track opener, Bill Cody won his first Scratch Main event. During the season he has had many Scratch Main wins at other tracks but another Costa Mesa win has eluded him until last Friday night.

Cody, Becker, Bast and Sivadge were all in top form and it was easy to see that the Scratch Main event would be a thriller. Bill Cody and Steve Bast hit turn one together and it was anyone's guess who would come out on top. It was Cody by one foot and for the next four laps that was all the lead he could get. Becker made one of his berserk passes and got by Steve Bast; Sivadge spun out but not down, regained speed and pulled in behind Bast for the fourth spot.

Handicap racing in the main event pays top dollar for the night and the competition is always fast and furious. Jim Gresham, who has spent most of the season on and off the injured list, put it all together for the five-lap event that saw little Les Chanky hold off Dave Sims, one of the new riders in the '74 season that will close in November with the running of the U.S. Speedway Championships at Costa Mesa. ●

Dubb Ferrell backs up to Dan Becker at Ventura season ender.



PHOTOS BY DENNIS GREENE

AMA Board gives Speedway League go-ahead

LOS ANGELES, CAL., SEPT. 27

The American Motorcycle Association at its regular meeting today gave approval for the staff to work out details of AMA affiliation with Speedway Motorcycle League, Inc.

SML, Inc. is a California-based sports promotion firm organized to promote team speedway racing in the U.S.A., sell franchises for up to twelve teams in cities around the country and negotiate contracts with riders. The four founders are Don Dyer, Jack Long, Chris Pook and Sharon Clayton. ●

Steve Bast, new track champion, embraces the trophy and the girl.

Bill Uhl & Bel-Ray Bring Home the Gold.

Bill was Fourth of the six Americans to take a Gold Medal in the 1974 ISDT in Camerino, Italy. He was the only American to take a Gold Medal in the 175cc class.

When you're racing against the best riders in the world, your machine has to be in top shape. Bill knows the importance of reliability and performance, and that's why Bill Uhl insisted his cycle be race prepared with all Bel-Ray lubricants including 2 cycle oil, gear oil, fork oil and grease.

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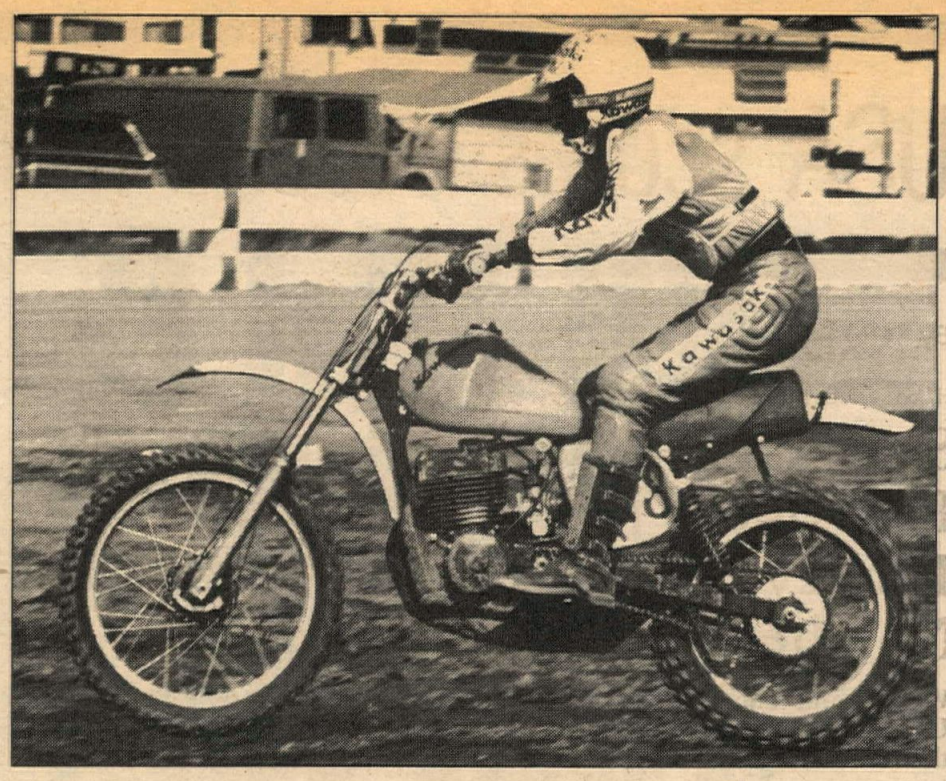
Mitch Mayes (Hus) was the early leader. A lap later, Jim Weinert (background) was this far in front of Mayes.



None of the riders or spectators would have guessed that Weinert's mechanic had detuned the big Kaw for reliability.

Al Baker (right) was one of the victims of Tim Hart's drive to third overall.

Weinert on tarmac: "Don't use the brakes."

PHOTOS BY DALE BROWN

Weinert stays home and S.C.O.R.E.s

By Dale Brown

RIVERSIDE, CAL., SEPT. 28-29

Jim Weinert was the overall motorcycle winner at the S.C.O.R.E./A.C.-Delco big-bucks "World Championship" of Off-Road Racing, averaging 50.38 miles-per-hour in the one-hour main event. Ken Zahrt was the 250 victor, finishing fifth overall. Bruce McDougal topped the 125s, running in ninth.

The site of this extravaganza was Riverside International Raceway, scene of many a sports car or stock car race. Mickey Thompson's S.C.O.R.E. crews had been busy for weeks before the event, carving and gouging the land around the track, creating a 3.6 mile course, tucked in very well so the spectators could see. Although it was rough for the cars, with numerous manufactured bumps and jumps, there were usually one or two smooth lines for the bikes.

Saturday was the scene of a half-hour preliminary run for one-third of the purse and the choice starting positions on Sunday. Weinert (Kaw) won that one, too. Working his way through the pack, he ate away at Bill Clements' (Hus) early lead, passed shortly before the midway point and pulled out a four second lead. Mitch Mayes (Hus) finished one second behind Clements. Zahrt was first 250, McDougal was first 125. Weinert's 51.29 MPH average was nearly four MPH faster than any of the cars.

Weinert, Zahrt and McDougal were the established favorites for the Sunday Main. If they faltered for even a moment, there was a mighty fast field behind them: Mayes, the Baja winner; Al Baker, last year's winner on a factory 250 Honda, Tim Hart on a factory 400 Yamaha (not a YZ, though), and Bryar Holcomb (Mai) who had finished ninth on Saturday, despite seized rear shocks.

Sunday at two o'clock, 37 heavy-duty racers lined up in front of the grandstand. They were staring at the downhill left-hander, which led off the pavement to a high-speed "S" sweeper.

Though Weinert was on the pole, it was Mayes who led the troops from the git-go. Most everybody seemed to be taking it easy on the freshly-watered, still slippery course. Everybody except Mayes. As they came around in view of the grandstands, Mayes had it tapped in fifth, the rear end of his bike bozoing around in protest of the high speed. He stabbed at the brakes and exited the off-camber corner with a 200-yard lead over Mark Mason (Yam), Clements and Baker. Weinert came by in 14th.

At the end of the first lap, Mayes was still in front and Weinert had worked his way up to fourth. Clements, running in second, did a big endo that put him out for the day, though he was seen later in an official's jeep, with a severely bent bike on back.

Mason dropped out and at the two lap mark Weinert was in second, followed by Holcomb, Zahrt, Hart, Baker, Jack Johnson (250 Yam), Rick Lee (Mai) and McDougal. On the fourth lap, Weinert edged past Mayes for first place. Hart and Zahrt got past Holcomb on the same lap, but Holcomb repassed Zahrt two laps later.

Hart was in third now and he wanted second. He moved up on Mayes, who wasn't exactly loafing, and on the 12th lap, he got past, only to lose his seat, and be banished back to third. Back in the pack, McDougal and Mark Tyer (FMF) were battling over the 125 lead. They went back and forth until Tyer was involuntarily removed from his machine in an endo that left his MX bars looking like clip-ons. McDougal was home free from then on, because DeWayne Jones (C-A) busy clipping through the pack at a steady rate, was too far behind to mount an effective challenge.

During the latter stages of the race, things had settled down. Weinert had a ten-second lead over Mayes, who in turn was nearly a minute ahead of Hart. Holcomb was closing on Hart, but there was an awful lot of territory to be made up in what little time remained. Zahrt had a firm hold on the 250 class, running about 40 seconds ahead of Baker. Johnson was on Baker's tail, but failed to close the gap. Ray Topham (Mai) was by next, in eighth, just ahead of McDougal.

Then the checkered flag was out and it was over. Johnson was the last one to complete fifteen laps, everybody else was lapped at least once.

After the race was over, Weinert leaned up against a chain-link fence, gulped down a root beer and said he'd had a lot of fun (you always do when you win) and wished he'd been geared taller. The big Kaw was completely tapped in fifth in many spots on the course. ●

USA scores second at Motocross des Nations

By Terry Pratt

HUSKVARNA, SWEDEN, SEPT. 15

Sparked by America's two Grand Prix riders Jim Pomeroy and Brad Lackey, supported by National Numbers One and Two Jim

Weinert and Tony DiStefano, the United States took second place in the 1974 Motocross des Nations to once and for all establish the U.S. as a powerful force in International Motocross.

Sweden won the event on the fast, sandy circuit. The star of the show (and everyone's favorite) was two time past Champ Bengt Aberg who purred to first place in both 40 minute heats aboard a factory Bultaco. Husqvarna didn't retain Aberg's contract for 1974 and Bengt apparently decided to prove he still had it in him at this last race of the year which was held in the shadow of the Husqvarna factory.

The biggest bummer of the day, and perhaps of the year, was a bad crash which left Belgium's Jaak Van Velthoven and a Swedish flagman stretched out unconscious on the track. Jaak was hospitalized with face and head injuries while the flagman was in critical condition with back injuries.

First Heat

In the first turn it was Aberg and Roger DeCoster out front, a duel that continued through the heat, but Roger couldn't close the gap on the inspired Aberg. Jim Weinert got tangled up in an eight rider shunt in the first lap so he spent the rest of the race coming back from last place. Pomeroy started seventh and Brad was 11th. By lap five the USA was leading the team scoring with Lackey eighth, Pomeroy 10th and DiStefano 11th.

Brad and Tony unsuit and take a break in the pits between heats.

On the next lap Van Velthoven's Yamaha somehow left the course in the middle of a fast downhill stretch, jumped a huge drainage ditch behind the course barrier and blindsided the flagman watching the turn at the bottom of the hill. Both were knocked cold and the racers had to zig zag past the injured men and the stretcher crews carrying them to the ambulance. Jaak remained in Sweden under intensive care for a few days before being air-lifted to Belgium for an operation.

Gunnady Moisseiev, the new 250cc World Champion, held third place behind Aberg and DeCoster. Hakan Andersson worked past all three top Americans for fourth place while Swedish Champion Arne Kring brought his works Husky from way back to seventh place to put Sweden in the lead at the end of the first round. World 500 Champ Heikki Mikkola tweaked his fragile foot in the early going and he retired for the day. Hans Maisch of the Maico-mounted West German team had fourth place until the last lap when his carburetor fell off. Adolf Weil and Willy Bauer were already out of the running so Hans pushed into the pits instead of waiting at the finish line.

Lackey and Pomeroy were fifth and sixth at the flag, an outstanding performance when you consider that the starting list included the world's top talent from both classes.

Second Heat

Aberg again snatched the lead when the starting gate fell, but this time he was shadowed by Gerrit Wolsink. DeCoster made about five laps before he shed his chain and it fouled in the swingarm, ending the chances of the Belgian team.

By lap 10 the Swedes were running away with it, scoring Aberg in first, Kring third and Ake Jonsson sixth. But with Belgium out of the race the USA was clearly well placed with Pomeroy 11th, Lackey 13th and DiStefano 25th.

In the final stages Kring displaced Wolsink for second place and the two remaining Belgians Harry Everts and Jean-Calude Laquaye started a drive. Everts battled past Jim and Brad who were now running together in 10th and 11th but they held off J-C until the last lap when Brad hit a broken off expansion chamber and crashed. Brad had to push his factory 360 Husqvarna up a hill to get restarted and was mostly pooped when he crossed the line just two positions ahead of Russians Pavel Rulev and Anatoly Bochkov.

The Swedes had obviously swept first place but second was a toss-up between the US and the USSR. The next scene harkened back to last year in Switzerland with the boys and team manager Gunnar Lindstrom nervously waiting around for the scorers and Jury to tally the points. Finally the word was announced, the champagne popped and the three top teams got to snuggle with the Champion Spark Plug girls. ABC Television's Wide World of Sports had a film crew on hand so watch for the instant replay in a couple of months. ●

Results

Team Placings: 1. Sweden (22); 2. USA (70); 3. USSR (74); 4. England (108); 5. Holland (114); 6. France (130); 7. Denmark (144); 8. Switzerland (147); 9. Norway (197).

INDIVIDUAL PLACINGS

Heat One: 1. Bengt Aberg (Bul) Swe; 2. Roger DeCoster (Suz) Belg; 3. Gunnady Moisseiev (KTM) USSR; 4. Hakan Andersson (Yam) Swe; 5. Brad Lackey (Hus) USA; 6. Jim Pomeroy (Bul) USA; 7. Arne Kring (Hus) Swe; 8. Kalevi Vehkonen (Hus) Fin; 9. Vic Allan (Bul) Eng; 10. Harry Everts (Puc) Belg; 11. Pavel Rulev (KTM) USSR; 12. Frans Sigmans (Yam) Holl; 13. Vic Eastwood (Mai) Eng; 14. Tony DiStefano (CZ) USA; 15. Joseph Lotscher (Mai) Swit; 16. Rolf Diffenbach (Mai) W. Ger; 17. Serge Bacou (Mai) Fran; 18. Daniel Pean (Mai) Fran; 19. Arne Lodal (Mai) Den; 20. Toon Karsmakers (Hus) Holl.

Heat Two: 1. Aberg; 2. Kring; 3. Gerrit Wolsink (Suz) Holl; 4. Hans Maisch (Mai) W. Ger; 5. Moisseiev; 6. Everts; 7. Andersson; 8. Ake Jonsson (Yam) Swe; 9. Adolf Weil (Mai) W. Ger; 10. Pomeroy; 11. Jean-Claude Lacquay (Yam) Belg; 12. Allan; 13. Pauli Pippola (CZ) Fin; 14. Lackey; 15. Diffenbach; 16. Rulev; 17. Anatoly Bochkov (CZ) USSR; 18. Sigmans; 19. Jean Claude Nowak (Mon) Fran; 20. Lodal.

It's Champagne bath time! Jim Pomeroy soaks down Hakan Andersson and the rest of the Swedish team. In the center of it all Bengt Aberg has good reason for his grin having won both heats.

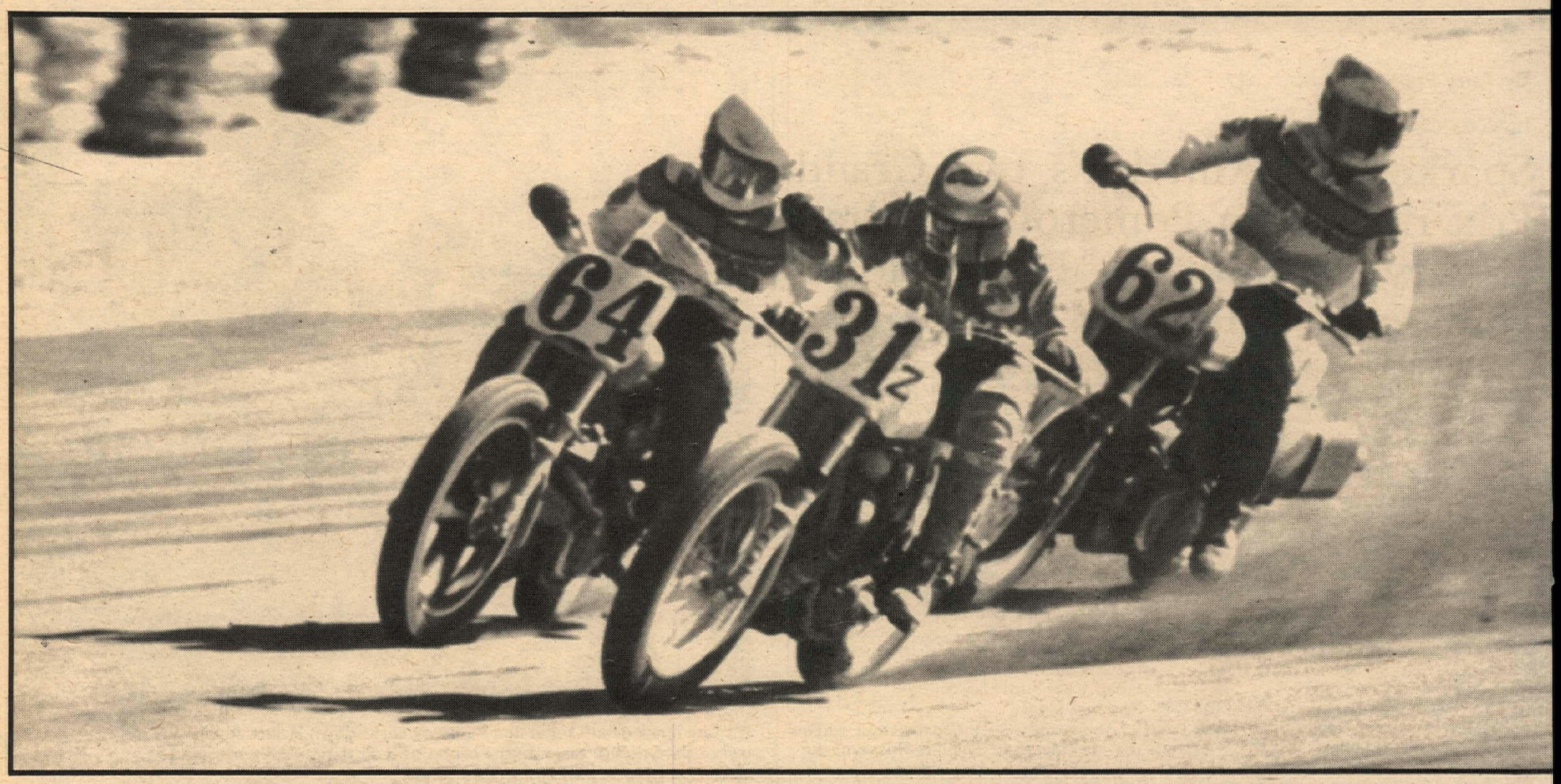
Brad Lackey on the Husky 360 works bike was the highest placing American finishing fifth in the first heat.

Jim Weinert hooks around one of the sandy berms on the well prepared Huskvarna course.

Steady Tony DiStefano wrings out his full-on works CZ complete with air shocks and Czech mechanic.

Jim Pomeroy put his European experience to work and scored a consistent sixth and tenth for the U.S. team.

Through the spray, through



Rick Hocking (Yam 31z) broke his Rocky Cycles Yamaha in practice, borrowed an ex-Jim Odom A & A Manufacturing Yamaha, and went fast. Corky Keener (H-D 62) and Gary Scott

Golden Gate Mile

By John Ulrich

ALBANY, CAL., SEPT. 29

Rick Hocking came from behind for his first National Mile victory in a race program entered by every man who has won an AMA Mile

this season – Ken Roberts, Gary Scott, Gene Romero, and Hank Scott. After bouncing and jolting his way through a shortened event run on a rapidly deteriorating sand surface, Hocking grinned from ear to ear when it was over and said, "I didn't look back because every time I look back it scares me."

From promoter to rider, no one expected the worked-over horse racing sand cushion to hold up well under mile racing. Sliding turns and driving exits every time bikers were on the track changed smooth sand into a bumpy, rutted, holed course. The promoter sent a brigade of fat-tired vans and pickups, two drag-towing trucks, a tow truck, and at various times one or two water trucks out between every practice, heat, semi, and main to try and restore the surface. The motley track maintenance crew spent more time on the course than any rider (about two and one-half hours) and one hour more than originally planned. Some riders tried to adapt to the conditions with machinery changes (like Mert Lawwill and Rex Beauchamp running 21 inch front wheels to reduce the tendency of the front end to drop into potholes at speed with disturbing results) while others just decided to cool it. "It's gonna get rough," said Grand National Champion Ken Roberts before the heats, "so I probably won't put in a 100% effort."

"It isn't my favorite type of racetrack because it's a rough cushion," Number Two ranked Gary Scott reflected. "I haven't run here before, so I'll be taking it easy."

Gene Romero, Number Three in the standings, thought the track condition was "better than last year." And, as the track went away, a lot of it would end up on riders in the pack. "The spray here won't just make it hard to see, it'll stop you. It's one of those deals where you have to get a good start, don't look back, and try not to high side with the bumps."

Some riders who didn't expect to be able to follow Romero's advice tried to protect themselves and their machines with helmet shields duct-taped in front of handlebars and nylons running interference for air cleaners.

On top of the track surface-related problems, the subject of noise complaints from nearby Berkeley residents brought more troubles. In order to be allowed to run the National at the City of Albany owned race facility, Mike Goodwin of Media Max had to require mufflers on all machines and hold a noise test before practice. Discojet made a heavy bid to silence all the bikes with a newly-developed system that most riders did use, and backed it with an installation service (a welder was on hand), a contingency program for winners of heats, semi, the trophy final, and the main, and a buy-back program for anyone who didn't qualify. Their silencer resembled in some ways a metal version of a finned oil filter or a stack of thin fluted metal pancakes.

In one heat, DeWayne Keeter scattered small Discojet muffler discs all over the south turns when one of his came apart.

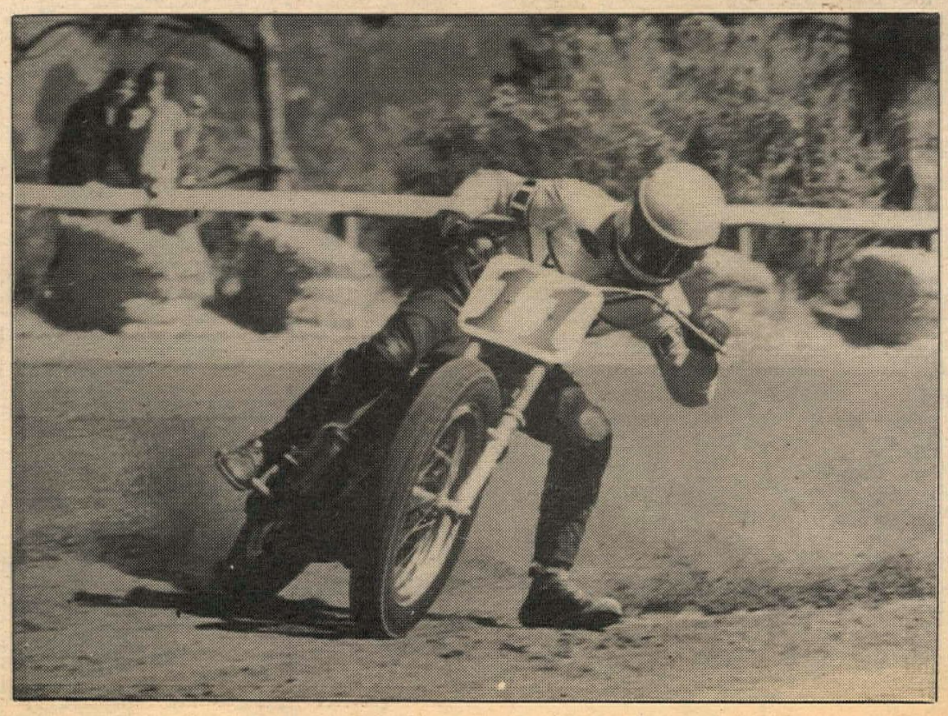
The Harley-Davidson team bikes were among those that didn't have the Discojet products fitted, instead using giant English-chimney-funnel-shaped two-into-one collector box systems.

Don Castro felt the mufflers on his factory Yamaha didn't "make a lot of difference in acceleration, but just when you turn it on you can't hear it. I don't like running when I can't hear my motor."

Before the day was over, Castro would have plenty of reason to dislike the muffler requirement and the rule that bikes must finish the race with muffler intact and installed or be disqualified.

In practice, riders tried high lines, low lines, and combination lines, but in the races they'd be constantly changing lines, looking for a smooth (and fast) way around. Hole-induced wobbles were common, especially for the Harley riders and Scott Brelsford on his Irv Kanemoto Kawasaki 750 Triple. Brelsford's bike also seized the right cylinder in practice. Irv replaced the barrel, glass-beaded piston complete with rings, pin, bearings, and clips, made some adjustments, and Scott went out to qualify without the benefit of a well working rear brake. He pushed into the pits for the second (but not the last) time of the day right after. Later, he would get a two-stroke into a Mile

Don Castro had some problems with the required mufflers.



the crush, Hocking gets it all

64) are about to pass in the fourth heat, but it will all be different in the National. Danny Hockie (Yam 45e) and Ron Powell (Tri 31e) watch from the inside.

National for the first time in AMA history with his semi placing.

Dave Aldana rode a Norton once in practice, then came in and went out again on the Triumph of Mike Kidd, who's out for the year with a broken leg from the Santa Fe National Short Track in Hinsdale, Illinois. Aldana raced the Triumph.

Rex Beauchamp (H-D) just ran away and hid from everyone in the first heat, trailed at first by a hurting-from-injuries Mert Lawwill (H-D) and Rob Morrison (Nor). Lawwill just got slower as he felt the pain more and Morrison's bike went intermittently on one cylinder for a circuit or so. Doug Sehl (H-D) and Frank Gillespie (Yam) blew by Lawwill on either side in the south turns. Lawwill got back one place on the back straight, but lost it again in the north turns. Sehl and Gillespie were in second and third for the finish with Lawwill getting the last direct transfer to the main. Morrison ended up seventh. Lawwill never started the National – the pain was too great for him to continue.

The next heat featured the entire Yamaha factory team (Roberts, Romero, and Castro), Dick Mann in his first National since his crash at San Jose, Chuck Palmgren, Dave Aldana, and others. Four National Championships in three personages (Roberts, Romero, and Mann) were represented in this heat, much to the delight of the crowd.

Roberts, looking over at Mann, Romero, and Aldana sitting, waiting near the starting line, yelled to some billy-club-equipped rent-a-cops walking past, "Hit 'em! Hit 'em! Two, three, and 13!" Then after a pause as the unhearing or ignoring cops walked away, "David's probably wanted for rape someplace." Aldana just shook his head as Kenny grinned.

The start of the heat was the start of a three-way duel for first into the first turn between Roberts on the outside, Palmgren (Yam) and Aldana on the inside. First it was Roberts first, Palmgren second, and Aldana third, one lap later Roberts first, Palmgren second, and Aldana third, one lap later Roberts first Aldana second, Palmgren third, with Aldana entering turns faster than Palmgren but Palmgren getting better drives out of the turns onto the straights. Aldana slowed a bit and was passed by Terry Sage (Tri) on lap four, gassed it up back into third one half lap later, while all the time Palmgren was chasing and catching Roberts. Chuck closed on Ken entering turn one on that lap. Sage had problems and faded to last. Palmgren just rolled past Ken on the back straight with a tremendous drive, his Yamaha's engine spinning a good 1,000 RPM higher than Ken's factory bike at like speed, and kept in front until the first turn of lap six. There, Roberts dove in deeper entering on the outside but again Palmgren, on the inside, drove out hard to take back first. Palmgren's fantastic drive that lap ended when one of his exhaust pipes broke in two and his bike slowed.

Roberts won. "It was just one of those things," Palmgren explained. "It's near the end of the season and everyone's trying to make things last just a little longer. After it (the pipe) broke the bike got slower and I tried to stay out of his (Roberts') spray, keep dirt out of the engine and finish."

It was still pretty close at the end, just a rooster-tail apart, with Randy Scott (Yam – no relation to Hank and Gary) third after moving up from sixth and Romero getting the last transfer in this heat, Aldana missing it by one spot, Castro in eighth. Mann called it quits for the day after Triumph troubles. The crowd cheered Kenny.

John Hateley (Yam) won the third heat after a race-long battle with Hank Scott. Scott led a few laps dispersed through the race, but Hateley got it back and had it when it counted. Ed Wirth (H-D) was third until the last lap, when Jim Rice (H-D) got by.

Brelsford brought the Green Meanie from seventh to fifth in a one-lap charge a few laps from the finish.

Heat Four's big deal was a Harley-boys versus Hocking (Yam) versus each other battle. Corky Keener (H-D) jumped into the lead on lap one until lap three, when Gary Scott (H-D) stole it in the south turns. It was Scott, then Keener again. Some laps Keener would enter the south turns (one and two) low and inside with a big lead, but Scott entered high and outside, closed it all up, and they'd blast down the straight side by side or nose to tail. Once they came through the north turns within six inches of each other. Suddenly, it was Scott all alone, then Hocking, then Keener running on one cylinder. Danny Hockie (Yam) also got by before Keener discovered his rear cylinder's plug cap off and replaced it to finish fourth. Later, Keener's sponsor and wrench (and three time former National Champion) Bart Markel said he thought the powerful spray from Scott's bike literally sand-blasted the cap off. Those fantastic rooster-tails shining in the sun didn't just cover up other riders, they decided who won as well.

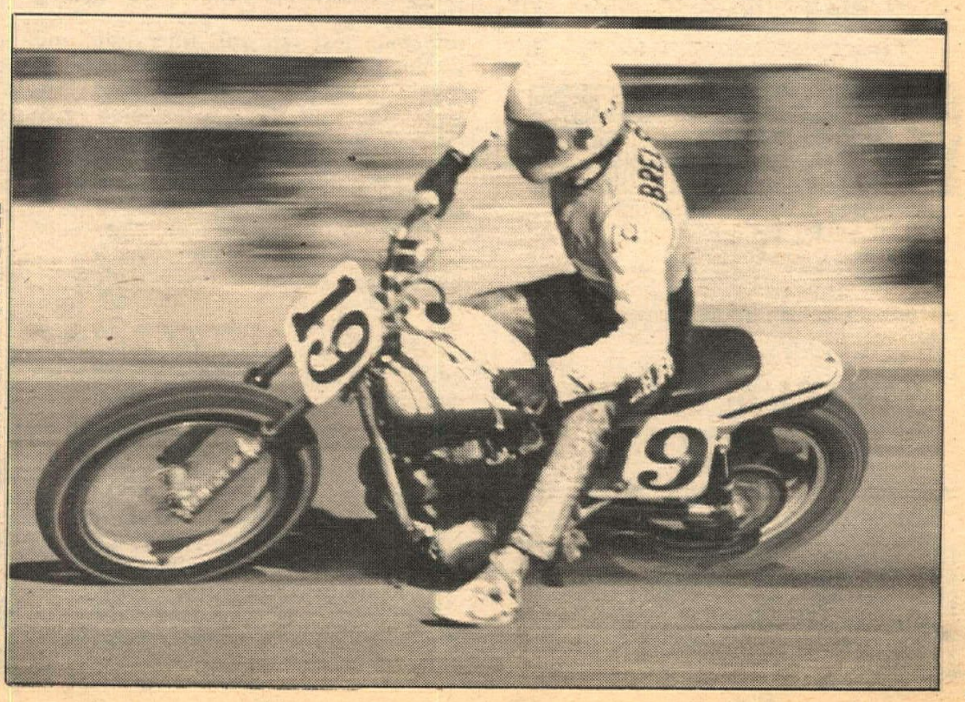
Dave Aldana blasted his way to the head of the first semi off the line, but Rob Morrison, as determined as Aldana was to make the Main by getting one of two transfer spots in this race, hung it out a little farther to get in front. Aldana fought back into first after a brief dice on the front straight to the rousing ruckus of the grandstands crowd. DeWayne Keeter (Yam) edged up on Morrison and tried to pass outside in the north turns, was completely covered from boots to helmet with sticky brown rooster-tail grunge, and just kind of slowed down to finish fifth. Romero was right – it did just kind of stop you when you ran into the spray. Nasty stuff.

Aldana built a five-to-seven second pad over Morrison, and Tom Cummings lost a slot in the Main by one place.

Don Castro didn't get off the line for the first semi because, as he sat revving

Continued on page 37

Scott Brelsford became the first rider in AMA history to qualify for a National Mile aboard a two stroke.



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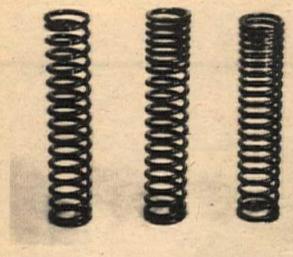

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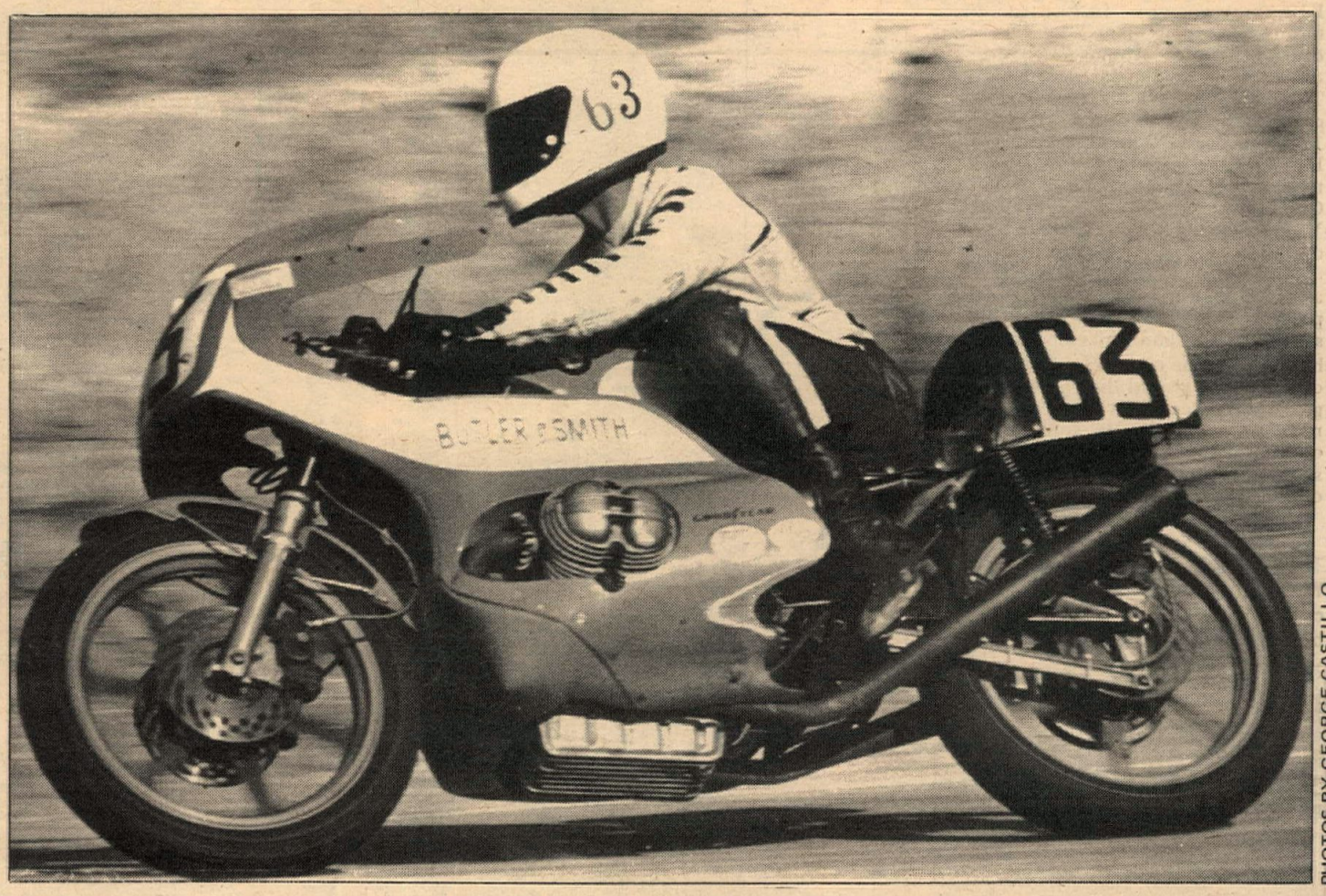


PHOTOS BY GEORGE CASTILLO

Holey Discbrakes, BatBrain! No ground clearance problems here. Reg Pridmore's Open GP ride dismantles traditional BMW image.

Club racing comes to Laguna Seca: Tigert scratches a win, BMW goes one-two-three

By Jim Lester

MONTEREY, CAL., SEPT. 15

Today the AFM held its first-ever road race at Laguna Seca Raceway, located on the picturesque Monterey Peninsula. The race drew well over 200 entries, and once the usual fog lifted it turned out to be a fantastic day for racers and spectators alike. The only major problem occurred during Heavyweight GP practice, when someone lost an oil filler cap and dropped a load of oil in the middle of the high-speed second turn. Five bikes went down in rapid succession, with AFM Number One Alan Barbic being carried away unconscious in the company of Richard Seifried, who suffered a badly smashed hand.

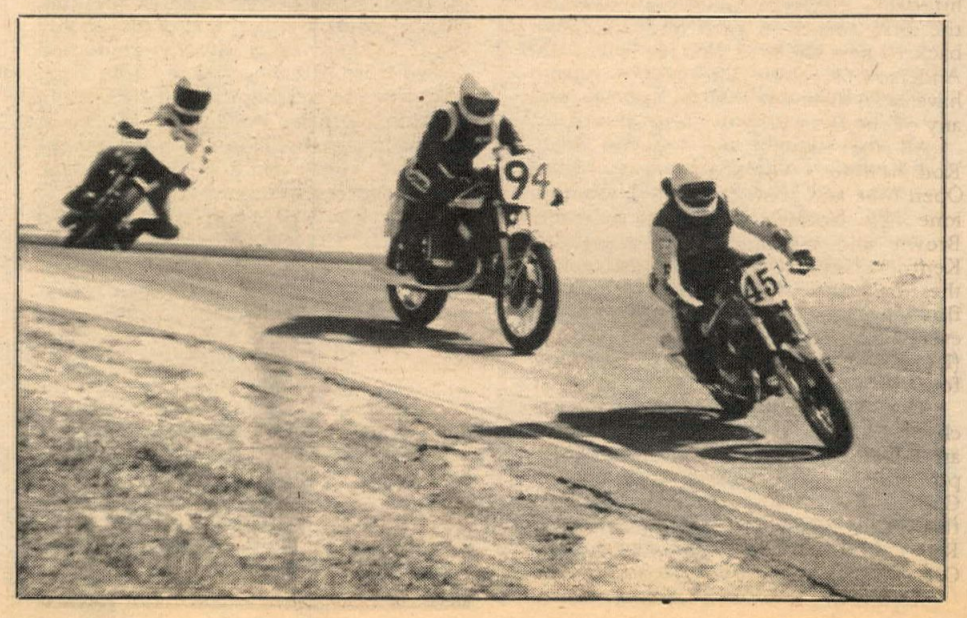
Dave Garoutte (Ossa) and Phil Rocke (Suz) were first off the line in the Lightweight Production race, with Wally Karpynec (Suz) slipping through from the sixth row to join them. Garoutte locked his brakes in the hairpin at the end of the first lap (with a 20 yard lead) and was ejected over the handlebars. Wally chased Phil a while before getting by for good on the fourth of 12 laps. In the 200 class Ed Unini fought off a strong challenge by Russ Callenberg for his seventh lightweight win of the season. I (Yam) led the 125 class for the first couple of laps, but first Bill Silver (Hon), and then Bob Gross got by.

The 350 Production race was one of the best I've seen all year. Bob Tigert pulled out to a two second lead over his arch-rival Scott Clough by the end of the first lap. While these two played tag, Tip McPartland (Kaw) and Bill Henry (Yam) challenged Harry Klinzmann (Yam) for possession of third. By the seventh lap everyone's attention was focused on McPartland, who had moved past Klinzmann and was suddenly pressuring Clough for second. Two laps later he picked off Scott and moved up on Tigert's rear wheel. As the leaders came into the corkscrew on the 11th lap Tigert went too deep, bobbled momentarily, and suddenly McPartland and his Denco Kawasaki were in the lead. As they diced in and out of traffic on the 13th lap Tip built up a 10 bike-length lead, but Tigert had cut the margin in half by the next go-round, with only a lap to go. By the corkscrew Tigert was only 12 feet back, but stuck behind a lapped rider. Riding right to the limit Bob closed on Tip as they charged down the hill into the hairpin final turn, cut inside, and out-accelerated McPartland to the flag for the win. What a finish!

In the 250 Grand Prix race Kent Rockwell (Target Yamaha) was the hare and Rudy Galindo (Posa Fuel Yamaha) the hound. Former AMA number one George Miller crashed in the corkscrew on the first lap, while Galindo fought through half the field to reach second. With the race half over Kent held a six second lead over Rudy, but two laps later it was only four seconds, the next lap three, and by the 12th lap it was down to two seconds. Kent put lapped riders to good use as blockers, and Rudy was still three seconds back at the finish.

Reg Pridmore led a BMW one-two-three sweep in the Heavyweight Production race. Ron Pierce and *Cycle's* Cook Neilson followed Reg across the finish line at half-minute intervals. Class points leader Ed Unini lost an opportunity to add to his total when his Vanguard Honda broke on the 13th lap while in third. Taking an impressive fourth overall was Jim Lipanovich on a Ron Grant prepared Suzuki 500.

Tip McPartland (451, Kaw) caught leading Bob Tigert (94, Yam) through the corkscrew in cliffhanger 350 Production race.



Pridmore made it a Heavyweight double for his BMW sponsor Butler and Smith by winning the Open Grand Prix at the end of the day. Rudy Galindo, the 350 class winner, held down second place but was losing sight of Reg at the rate of about two seconds a lap. Harry Klinzmann was in third place meanwhile, doing his usual wheelies out of the hairpin. About the 10th lap though it became apparent Fred Walti's TZ-700 was closing on Harry's 350. The gap was down to two seconds by the 11th lap, and "Fast Freddy" got by Harry on the back part of the course on the next lap. Fred finished second in the Open class, with Harry's Premier Yamaha taking second 350, and fourth overall.

The Northern Chapter of the AFM arranged for various local cycle shops to provide trophies (down to eighth in some classes) and prizes. There must have been some raised eyebrows when it came time to award the 250 Production gift certificates. Tigert had won a $25 merchandise certificate from Kawasaki of Monterey (one of Tip McPartland's sponsors) while Tip was given a $20 certificate from San Francisco Yamaha.

Results in the Results Section.

Yer' safe! "Umpire" Dave Garoutte calls his Ossa's slide in the hairpin by the pits.

Over the barrel and through the woods

By Jan Newman

BEND, ORE., SEPT. 15

It was a hot sultry day and the track seemed to have a couple of new lines that lots of guys tried — over the top of the Barrel and off into the rocks and trees on the back stretch. Neither worked very well.

The 250 Junior and Intermediate classes rode together. Junior Monte Lalack (Hon) held a slim edge over Don Marcoulier (Hon) for the win. Calvin Williams (Suz) went into the final race with a point lead and led that race until he took the over-the-barrel trip. Jim Heath (Kaw) came up with the final win and first overall.

There was a three-way race for the Open Juniors between Bob Ulam (Mai), Nick Anderson (Bul) and Jim Newman (Mai). Joe Merrill (Mai) was up there, too, until he went through the woods in the second moto and bit off a rock that hit back. Newman killed his engine in the first corner in race one but came back to pass the next two for first, with Anderson second. The results might have been different if Ulam had finished any of the races with working shocks.

All the Experts ran together with Rod Kentner's Yamaha being the only Open bike and John Brown's Honda the lone 125. Nothing at all went right for Brown and nothing went wrong for Kentner. Nobody ever saw anything but the backside of Rod's Monoshock floating over the rough track that gave everyone else trouble. Ron Jensen (Hon) gained a second, a third and a fourth for second overall.

The Turkeys provided an extreme change of pace. They have more fun and are more fun to see than anyone (but probably don't go as fast as the Minis). Chuck Seal (Yam) managed to take three, even with one trip over the barrel. Ray LeRogue (Hus) edged Joe O'Halloran (Hus) out for second. ●

Results in the Results Section.

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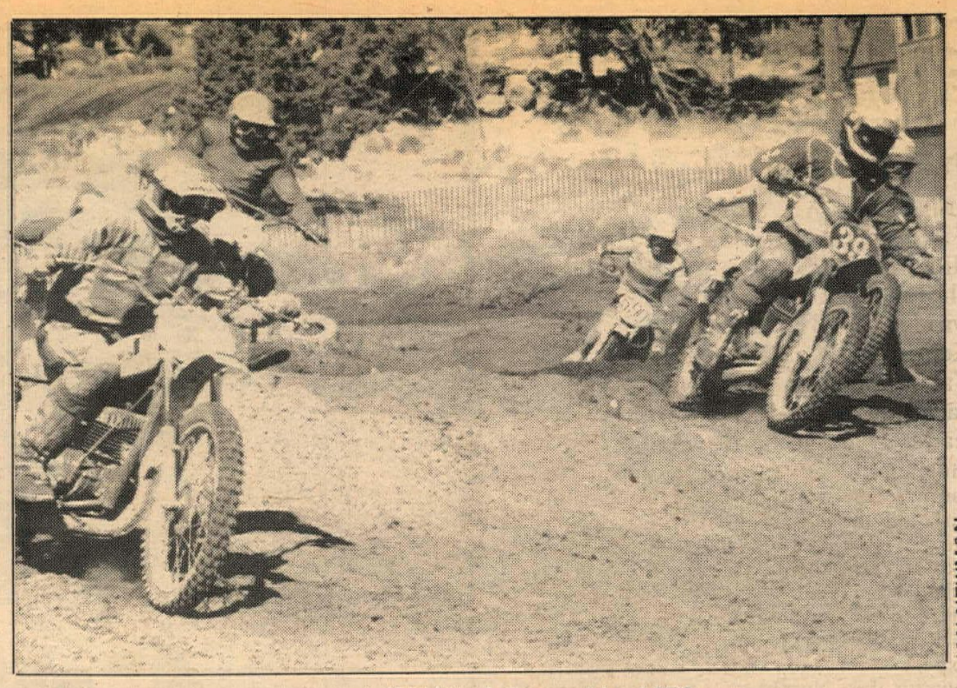

JAN NEWMAN

Jim Heath (29) and Monte Lalack (39k) lead the combined 350 Junior/Intermediates over the hoops at Deschutes.

Chuck Hagen does some interesting things (photographically speaking) with a slippy-slidy shallow waterhole.

JAN NEWMAN

CMC Semi-Pro MX

By Doug Murphy

PLYMOUTH, CAL., SEPT. 15

Coming from a ninth place finish at Evel Knievel's $100,000 Pro Motocross at Twin Falls, Idaho, Jim Turner (Bul) smoked a field of 26 to win the top money here at the Hangtown site. Dave Longcor (Bul) came in behind Turner, with former District 36 No. One Blue Plate Charlie Marshall (Mon) taking a close third.

Danny Turner (Hus) took first overall in the Expert 125 class with a second in the first moto and an easy victory in the final moto. Dan went over the handlebars on the second lap of moto one and it took him a long 30 seconds just to get back on the saddle again. This allowed Cloyse Holland (Hus) to capture that moto, with Jim Watson (Hon) third.

In the 250 Intermediates, Chris Grewer (YZM) and Doug Smart (Bul) fought it out both motos. Grewer chalked up two seconds. Smart had a win in the first moto and a disappointing third in the latter moto which gave 16-year-old Grewer the points to win. ●

Results in the Results Section.

Eyes front, John Hlebo (101L) has his sights set on a Scrambles Black Plate.

W.H. SPENCER

Hlebo on the move

By W. H. Spencer

FREMONT, CAL., SEPT. 14

John Hlebo is on the move higher on the current Black Plate list. The "Elbow" as he is affectionately known started back into the hot and heavy at mid-season and is now past the formidable Pat Brown and old man Duane Spence in the top 20 standings.

Tonight he took a second to Dennis Spence (son of "Social Security") in the 500 Expert Main after a race long fight. Even Dennis is getting into the old man stage. He is now married to John Gennai's sister, been on the Black Plate list twice and beat out two of the toughest old men in that class. Former Scrambles champ Jim Foley took third.

Bernd Koegler won the 350 Novice class after borrowing Errol Longboya's Honda to do the trick. Tony Marcucci grabbed second over newcomer Dan Malfatti who had a little run in with Bruce Fredrickson during the melee.

Alex Anderson didn't blow it in the Main and not only won the 650 Novice Main but got a Junior card for his efforts.

The first three 200 Novices were torn down after their Main and it looks like this will become SOP because of nasty talk and innuendo. All were legal. ●

Results in Results Section.

Carrillo clinches Fremont title

By W. H. Spencer

FREMONT, CAL., SEPT. 13
Fifteen-year-old Steve Carrillo clinched the Fremont Raceway Short Track title tonight with a win in the 360 Expert Main over Ken Dalla and Al Kenyon. The Yamaha speedster broke from the pack early and passed first lap leader Dalla going down the front chute with no further problems to handily take the eight lap Main. Carrillo parlayed nine main event wins during the 25 race season in both Junior and Expert competition to take the overall title over Phil Howard and Gary Orlando with two races still to run.

Rick Delacy wrapped up the 250 Expert class and added a few points towards his Number One White Plate contest. He had quite a battle with Ricky Graham and Dan Hogue, two fast young men from the south end of District 36.

Randy Mamola, Chris Dinner and Tony Alves continue to have a tremendous battle in the 125 Junior/Expert combined with Mamola still doing the winning and Dinner on a hot streak for his part.

Mini bike racing continues to astound all comers with some new winners in the 80 Novice. Joel Green nipped out newcomer Scott Alves in a good race long duel while Mike Randal continued to dominate the 80 Junior and Jimbo Filice wrapped up the 80 Expert class over Rick Ryan. ●

Results in Results Section.

Mike Kenyon backs it in at Fremont short track.

W.H. SPENCER

Moural wins three at Chico benefit

By Rex Backman

CHICO, CAL., SEPT. 21
Lowell Moural took home three first place trophies at Cycleland's yearly benefit race. Proceeds from all profits go to the track training center for the handicaped in Chico.

REX BACKMAN

Novice Mike Hall took the 250 Handicap.

Moural's first win was in the 360 Expert Scratch Main. Lowell and Steve Dietz went into the first corner side by side with Moural taking the lead coming down the back straight. John Grant (Yam) was trying to get by Dietz's Bul as Moural lengthened his lead to twenty yards. Moural went on to win with Dietz holding off Grant for second.

Ernie Azevedo and Ben Osterello were the leaders of the first laps of the 360 Handicap. Steve Dietz passed Azevedo for second and then not to be out done, Moural passed both Dietz and Osterello to take over. Dietz was determined to get Moural as he literally shoved his way past Osterello causing the Harley rider to fall. Dietz started to close in on Moural while John Grant took over third. Dietz closed it up in the corners but Moural's bike would out power Dietz down the straights. Moural held on for first with Dietz and Grant again taking second and third.

In a special race for the benefit, a local car dealer donated a trophy and the top eight Experts at the track rode the special scratch event. Last year Dick Turner won the race but this year it was Lowell Moural's turn. Moural jetted out to an early lead which he held till the finish.

Cliff Hylton led the 250 Experts through the first turn of their Scratch Main. Jim Hubbard took the inside line coming out and passed both Shane Scott and Hylton to take the lead. Hylton held off Scott for second.

Novice 250 winner Tom Dean was the early leader of the 250 Handicap with Matt Jackson and Mike Hall trailing. When the pressure got to Dean, he slipped out of the groove in turn two and Jackson took over the lead. Then in turn three, three Experts went down and with the yellow flag out Jim Hubbard passed his way into third place. ●

Results in the Results Section.

Strung out. Cliff (26) Hylton and Shane (47) Scott lead the 250 Experts into Cycleland's first turn, with Jim Hubbard (4) looking to gobble them both on the inside.

REX BACKMAN

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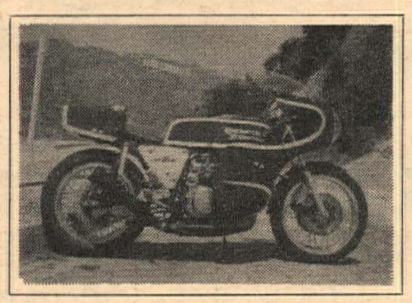

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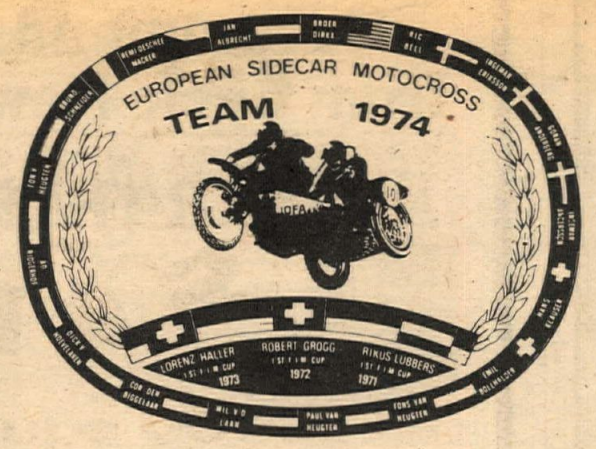

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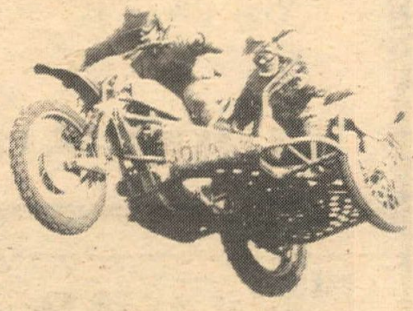

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NorCal Speedway

By Sneaky Pete

PHOTOS BY GLENN ARTINIAN

Greg Rew, Russ Powell, and Butch Corder pitch 'em in as the photog gets a dirt bath.

Cal Expo Mains go to Denny and DeBeaubien

SACRAMENTO, CAL., SEPT. 20

Norman Denny drew the pole position tonight and led from start to finish to win his third Scratch Main of the season. Second went to Dale Stetler with Mike Rooney and Paul Orlandi filling the three-four spots. Chuck Miller is the 'wrench' for the Denny and Stetler machines and has had one or both of these riders in the Scratch Main 14 times in the past 20 weeks.

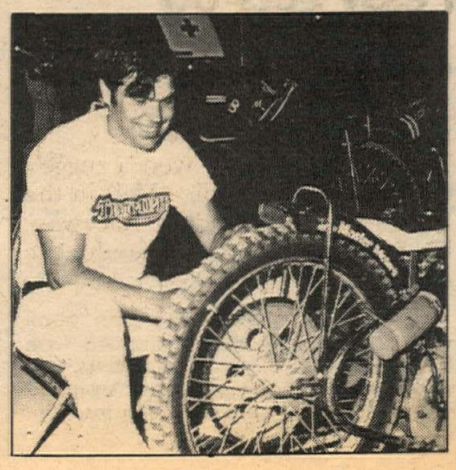
Several weeks ago, Jay DeBeaubien put his machine away for the season and became a spectator. After some coaxing by SRA (North) Prexy John Fisher, Jay has returned to speedway and followed up his second place finish a week ago by winning the Handicap Main. Reno's Gabe Dick, in his first ride in the first division finished second with third going to overall point leader Alan Christian.

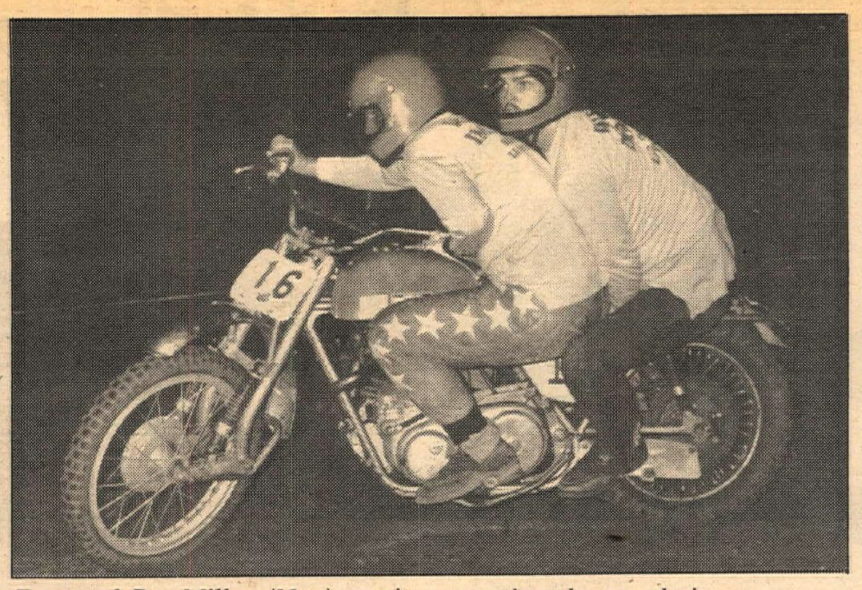
With three riders on the Zero and three on the Ten, Dan Haaby came from the back of the pack to win his second straight Div. Two Main. Mike Ellis and Bob Ince came up from the ten to finish second and third. Dan Haaby had a few riding lessons from Steve Bast awhile back and is going faster and smoother every time he rides.

After four straight match race wins, Norman Denny was defeated by Paul Orlandi in the 'Dash for Dollars' two lapper. With the list of prize money contributors growing each week, the payoff in the match race is now getting close to that of the main events.

Results in the Results Section.

Wrench at work. Chuck Miller keeps Norm Denny and Dale Stetler strokin', and this week his boys placed one-two.





Dan and Pat Miller (Nor) get it on as they hump their way to last place in an AMC sidehack exhibition at OCIR.

CMC Saddleback

By Alan Shepherd

ORANGE, CAL., SEPT. 15

It took almost two years, but Jim Wilson finally made his comeback.

Wilson, who dominated motocross on the West Coast before breaking his leg in 1971, came through with a clean sweep in the 500 Pros today at Saddleback against some pretty tough competition.

He battled from fifth spot in the first moto, led early by Luke Messer (Mai) and took over with only three laps remaining and then had captured the lead only three laps into the final on his CZ. During that second round, Messer, who appeared to have second locked up, lost his rear brake and flew off the course, nearly colliding with some spectators. They leaped out of the way just in time. Messer then got back into the moto in fifth, worked to third and ended up tied on points with Wayne Boyer (Che). Boyer got the runner-up spot, however, due to his second place finish in the final round. ●

Sage Senior smacks auto

By Carol Benton

RIDGECREST, CAL., SEPT. 15

The lead changed five times during the 250 Senior race at Sage Park today. Randy Crawford (Kaw) led three laps of the first moto before he crashed onto the track, shooting his bike into the side of a parked car. Bruce Jones (Hon) inherited the win.

Kem Park (Yam) held the lead through out the second moto while Bruce and Randy teased second. Randy shot ahead in the final moto only to crash again. Bruce was ready to zap the lead and rode to first overall. ●

Pessy gets 80

By Alan Shepherd

IRWINDALE, CAL., SEPT. 13

Tonight Dave Pessy won a rugged battle with Jeff Vidic (Mai) in the 250 Pros at Irwindale Raceway, his 80th career triumph under the CMC lights.

Vidic started the night bent upon victory, capturing the first moto with Pessy second. Then, in a side-by-side showdown in the second, they swapped positions setting up a tie going into the final.

Pessy was the first to reach the first turn and that was about it for the night-racing star. Jeff Jennings (Hon) nudged his way into second by the finish line with Vidic third. Vidic still earned second on points while a more consistent Ray Lopez (Bul) had third over Jennings. ●

ALAN SHEPHERD

It took awhile, but Jim Wilson has made his return known with a CMC 500 Pro class win.

Griner gets to it

By Tom Blattler

CORONA, CAL., SEPT. 11

The half-mile main event for the big bikes proved to be what everyone figured it would be: fast. At the start, it was 17-year-old Terry Griner and Dean Sykes of Vancouver, Washington fighting for the lead into the first turn with Griner taking over the top spot down the back straight. The amazing thing about Griner taking the lead on the straightaway is that Terry was riding a 360cc Yamaha compared to everyone else's 650cc and 750cc machines. Griner has become so quick on the big half-mile that it takes a very good rider with a very quick machine to hold him back. By the second lap, the field was beginning to stretch out just a bit with Griner still amazingly holding on to the lead over Sanders, Smith, Voge, and the rest of the Open machines. By the fourth round, Smith had moved into the second position aboard his new 750cc Triumph, and down the back straight Chris got by Griner for the lead, as the riders went into turn number three. By this time, everyone was wondering what was wrong with Bob Sanders, and his Norton was not running too well in sixth place.

By the sixth lap, the top three positions were pretty well set, as Chris Smith had opened up a good size lead over Griner, who was still in second on the 360 Yamaha, with Nick Voge running in the third spot. That is how they finished the eight-lap feature with Sykes taking fourth and Sanders able to grab fifth even though his Norton was going sour. ●

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RESULTS

Point Standings
AZ. Desert Rcwys.
As of Sept. 20, 1974

100 BEG	
Tim Timbrooks	173
Lee Wedin	102
Tim Byrd	90
Debi Foster	88
Randy Murphree	73
100 NOVICE	
Bill Merrell	172
Danny Cheverette	137
Jim Pleasants	104
Doug Jensen	96
Skip Heiberg	69
100 AMATEUR	
Paul Brown	190
Neal Hartman	185
Mike Blakely	167
Tom Bruemmer	139
Bill Clucas	68
125 BEG	
Mark Bergman	169
Jim Olson	144
Wayne Riggs	98
Allan Shores	77
John Wagner	77
125 NOVICE	
Jeff Ehle	163
Jeff Riggs	154
Chuck Melby	146
Steve Cheney	143
Robert Brawner	126
125 AMATEUR	
Bill Kahn	187
Danny Encizo	149
Allen Womble	142
Randy Ross	77
Jim Strickland	72
125 EXPERT	
John Imbriale	145
Vic Darilek	144
Bob Blose	127
Mike Wharton	119
Steve Derrick	105
250 BEG	
Cliff Baxter	193
Joe Miller	89
Bill Mason	84
Bill Stamey	75
Robert Neil	64
250 NOVICE	
Greg Goodman	146
Milton Huss	139
Robert Brawner	137
Pat Neilson	127
V. Armendariz	98
250 AMATEUR	
Cliff Farmer	166
P. Hendrickson	160
Dale Eppard	153
Gary Musser	155
Tom Erb	144
250 EXPERT	
Lee Noblitt	163
Marty Haak	121
Bob Wharton	99
John McCurry	89
Dave Anderegg	73
POWDER PUFF	
Viki Brum	120
Debi Foster	95
Mary Hurford	54
Joan Conradson	53
Sabrina Ogborne	48
OPEN NOVICE	
Pete Hodges	148
Bill Roberts	135
Tony Zinbaro	105
Rich Menzel	91
Clark Johnson	85
OPEN AMATEUR	
Dan Nolan	177
Roy Bergman	169
Jerry Foster	142
Jack Gibson	132
Steve Bigler	113
OPEN EXPERT	
Tom Hooker	172
Barry Noblitt	152
Steve Ashton	100
Gene Faken	98
Bob Wharton	80
RETREADS	
Bill Newby	195
Dan Conradson	142
Jerry Nawyn	128
Jerry Ficken	122
Richard Loar	106
YOUNG OLDIES	
James Womble	200
Boyd Miller	140
Dal Langham	138
Jerry Lecompte	84
V. Santache	57
OVER 40	
Claude Hays	147
Rick Brum	137
Don Borgman	99
D. Carapellese	78
Don Smith	74

Short Track
Corona Rcwy.
Corona, Calif.
Sept. 18, 1974
by Tom Blattler

PEE WEE MINI	
Gary Sewell	Hon
Pam Bennett	Hon
Gene Jenkins	Hon
MINI NOV	
Eddie Tafoya	Hon
Randy Bennett	Hon
David Jenkins	Hon
MINI EX	
David Oller	Hon
Fred Conover	Kaw
John Koogle	Hon
100 NOV	
Rick Leway	Yam
Ron Byars	Kaw
Rick Blankenship	Kaw
125 NOV	
Rodd Saunders	Yam
Gary Nelson	Hon
Doug Quintard	Yam
125 EX	
Mike Tidwell	YZ
Gordie Kidd	Yam
Wes Chandler	Kaw
250 NOV DIV I	
Don Snyder	Hon
Larry Hedstrom	Yam
Dan Rees	Bul
250 NOV DIV II	
Stan Kemp	Hon
Gordie Kidd	Yam
Mike Allen	Kaw
250 AM	
Greg Zehner	Yam
Mark Prescott	Yam
Terry Traver	Yam
250 EX	
Mike Tidwell	YZ
Bill Carpenter	Yam
Lloyd Quintard	Yam
OPEN COMB	
Travis Petton	Kaw
Jim Wright	Yam
David Rees	Yam

D-36 Short Track
Fremont, Calif.
Sept. 6, 1974
by W.H. Spencer

60 NOV	
Jim Rader	Yam
60 JR	
Gary Rumble	Yam
60 EX	
Ricky Ryan	Ind
80 NOV	
Bob Cunnington	Hon
Larry Bettencourt	Hon
Joe Cunnington	Hon
80 JR	
Mike Randal	Yam
80 EX	
Jim Filice	Yam
Ricky Ryan	Yam
100 NOV MINI	
Wayne Thompson	Yam
100 JR MINI	
Lonnie Osborne	Suz
100 EX MINI	
Chuck Halbakken	Yam
Blair Newell	Hod
100 NOV	
Rocky Robinson	Kaw
Chris Bailey	Yam
125 NOV	
Leonard Castro	Hod
Louie Mazur	Yam
Robert Boten	Bul
125 JR/EX	
Randy Mamola	Yam
Chris Dinner	Yam
175/200 NOV	
Corey Silva	Bul
Ronnie Stout	Bul
250 NOV	
Joe Hardy	Bul
Ron Keizer	Suz
Kevin French	Bul
250 JR	
Bob Silva	Bul
Al Mendoza	Bul
Phil Howard	Yam
250 EX	
Danney Hogue	Suz
360 NOV	
Rickie Eklund	Bul
Mike Vail	Hon
360 JR	
Frank Borba	Bul
Steve Grier	Yam
Scott Nelson	Yam
360 EX	
Gary Orlando	Hon
Ken Dalla	Hon
Al Kenyon	Yam

D-36 Short Track
Fremont, Calif.
Sept. 13, 1974
by W.H. Spencer

60 NOV	
Vince Lewis	Yam
60 JR	
Bruce Johnson	Yam
60 EX	
Mike Fruzen	Yam
80 NOV	
Joel Green	Yam
Scott Alves	Hon
80 JR	
Mike Randall	Yam
Doug Baber	Yam
80 EX	
Jim Filice	Yam
Rick Ryan	Yam
100 NOV MINI	
Wayne Thompson	Yam
100 JR MINI	
Lonnie Osborne	Suz
100 EX MINI	
Chuck Halbakken	Yam
Brian Thompson	Yam
100 NOV	
Pat Krzarich	Yam
Rocky Robinson	Kaw
125 NOV	
Ronnie Henderson	Yam
Leonard Castro	Hod
Greg Stocking	Hon
125 JR/EX	
Randy Mamola	Yam
Chris Dinner	Yam
175/200 NOV	
Scott Nail	Bul
Art Lewis	Bul
200 JR	
Corey Silva	Bul
250 NOV	
Ron Day	Bul
Joe Hardy	Bul
Ron Keiser	Suz
250 JR	
Bob Silva	Bul
Phil Howard	Yam
Eric Engen	Yam
250 EX	
Rick Delacy	Yam
Ricky Graham	Suz
Dan Hogue	Suz
360 NOV	
Dave Reibin	Yam
Gary Conterno	Yam
Mike Starnes	CZ
360 JR	
Rich Luhdorff	Yam
Fred Faltersack	Yam
Scott Whitaker	Yam
360 EX	
Steve Carrillo	Yam
Ken Dalla	Hon
Al Kenyon	Bul

Motocross
Las Vegas MX Club
Las Vegas, Nev.
Sept. 15, 1974

MINI BEG 60	
John Wise	Yam
Adam Reizner	Yam
Sean Steele	Hon
MINI BEG 80	
Kevin Keefe	Yam
Bob Saitta	Hon
Patrick Shields	Hon
MINI POWDER PUFF	
Lana Kulasinovic	Hon
Paulette Wise	Yam
Maureen Sendziak	Ind
MINI NOV DIV I	
Freddie Johnson	YZ
Bill Seifman	Hon
Tony Snow	Hon
MINI NOV DIV II	
Jimmy Krumme	Yam
Lance Williams	Hon
Marcel Emerson	Hon
MINI AM	
Joey Dee	Hon
Troy Fitch	Suz
Doug Gregory	Hon
MINI EX	
Paul Emerson	Hon
Kevin Steele	Hon
Marv Chapman	Hon
100 NOV	
Jack Ramsay	Suz
Kirk Sullivan	Yam
Dan Kinshella	Yam
100 AM	
Howard Lockwood	Pen
Steve Jackson	Yam
Ron Deems	Yam
100 EX	
Lance McCarty	Yam
Jimmy Kruger	Suz
Kevin Davis	Yam
125 NOV DIV I	
Eddie Munoz	Hon
Ricky Elias	Suz
Ron Cap	Kaw
125 NOV DIV II	
Bobby Miller	Yam
Curtis Cartter	DKW
Stan Cartwright	Hon
125 AM	
Fritz Moser	Hon
Randy Kimbrough	Hon
Leonard Sikorski	Hon
125 EX	
Pete Escoto	Hon
Tim Bowman	Suz
OVER 38	
Robert Beckett	Hon
Art Lanier	Suz
Phil Connell	Hon
250 AM	
Pat Mulcahy	Bul
Mike Hines	YZ
Gary Rains	Yam
250 EX	
Daryl Mason	Oss
Mel Chapman	Mai
500 NOV	
Tom Ellingham	Mai
Bobby Williams, Jr.	Bul
Kent Farmer	Suz
500 AM	
Sid Tarbett	Hus
Randy Finch	Hus
Dennis Johnson	YZ
500 EX	
Mel Chapman	Mai
Jim Keeton	HM
Skip Johnson	Mai

CMC Semi-Pro
Motocross
Plymouth, Calif.
Sept. 15, 1974
by Doug Murphy

NOV 100	
Rick DelFiorentino	Suz
John Dossey	Suz
Bob Shorees	Suz
125 NOV DIV I	
Bruce Reasoner	Hon
Jim Lesniewsni	Hon
Bob Highfill	Hon
125 NOV DIV II	
Gary McKay	Hon
Kip Queyme	Hon
Greg Hebard	Hus
125 NOV DIV III	
Matt Lozada	Hon
Ralph Thormuse	Hus
Randy Olada	Hon
125 INT	
Scott McKay	Hon
Phil Crane	Hon
Steve Grewer	Hon
125 EX	
Dan Turner	Hus
Cloyse Holland	Hus
Jim Watson	Hon
250 NOV DIV I	
Mike Schweymann	Yam
Mike Vigina	Bul
Rodney Pogue	Kaw
250 NOV DIV II	
Mike Marsh	Hon
Doug Hart	Bul
Nick Geranio	Hon
250 NOV DIV III	
Ron McNay	Bul
Tony Gatt	Bul
250 INT	
Chris Grewer	Yam
Doug Smart	Bul
Ken Neise	Hon
250 EX	
Jim Turner	Bul
Dave Longcor	Bul
Charlies Marshall	Mon
OPEN NOV	
Robert Olsen	Mai
Steve Parker	Hus
Rory Davis	Hus
OPEN INT	
Dave Mythen	Mai
OPEN EX	
Richard Buttner	Hus
Wayne Marrell	Yam
Mike Marshall	Bul

E.C.R.A. MX
Escape Country
Trabuco Cyn., Calif.
Sept. 21, 1974

SUPER MINI 1st DAY	
Mark Holmes	Hon
Steven Beaver	Hon
SUPER MINI BEG	
Michael Atkinson	Hon
Douglas Lang	Hon
Robert Beave	Hon
SUPER MINI NOV	
Paul Frazier	Hon
Bryn Jones	—
SUPER MINI INT	
Mike Laenger	Hon
SUPER MINI EX	
Kurt Sofka, Jr.	Hon
100 1st DAY	
Jim Blackie	Yam
Keith Beck	Yam
100 BEG	
Chris Tiner	Suz
100 NOV	
Greg Tiner	Suz
100 NOV	
Greg Tiner	Suz
Steve Tiner	Suz
100 INT	
Dave Dickenson	Yam
125 1st DAY	
Craig Bryson	Hon
Dave DeVille	Hon
Phil Carter	Hon
125 BEG	
Charles R. Holmes	—
Bruce Young	Hon
Ross Allbaugh	Hon
125 NOV	
Larry Lewellen	Hon
John Bermudez	Yam
Kent Jenkins	Yam
125 INT	
Randy Miller	Hon
125 EX	
Norman Gomez	Hon
250 1st DAY	
Ben Williams	Ric
Bruce Jessen	CZ
250 BEG	
Bruce Hurstborn	CZ
Joe Magazine	Bul
Steve Magidow	Yam
250 NOV	
Mark Athearn	Hon
Wayne Johnson	Mon
Richard Pedrosa	Hus
250 INT	
Robert Williams	Bul
OPEN BEG	
Richard Mathews	Bul
OPEN NOV	
Larry Payne	Yam
175	
Bart Wayand	Puc

Motocross
Deschutes Cycle Pk.
Bend, Ore.
Sept. 15, 1974
by Jan Newman

TURKEY CLASS	
Chuck Seal	Yam
Ray LeRogue	Hus
Joe O'Halloran	Hus
MINI JR	
Wayne Grider	Yam
Kevin Tomasini	Suz
Danny Winters	Yam
MINI INT	
Randy Dillingham	Yam
Kevin Holley	Ind
Mike Pauly	Yam
125 JR	
Marvin Sykes	Hon
Steven Fisher	Suz
Doug Robertson	Hon
125 INT	
Mike Tomasini	Suz
Kim Widmer	Hon
Wayne Olson	Hon
250 JR	
Monte Lalack	Hon
Don Marcoulier	Hon
Jerry Wilson	Hon
250 INT	
Jim Heath	Kaw
Calvin Williams	Suz
Grant Hudkins	Hus
OPEN JR	
Jim Newman	Mai
Nick Anderson	Bul
Bob Ulam	Mai
OPEN EX	
Rod Kentner	Yam
Ron Jensen	Hon
Barney Newman	Mon

Moreno Vly. MX
DeAnza Cycle Pk.
Sunnymead, Calif.
Sept. 21, 1974
by Tim Mickey

250 BEG	
Ken Earnest	Bul
John Haney	Yam
Dereck Kramar	Kaw
250 JR	
Jeff Ritz	Yam
OPEN BEG	
Jim Bailie	Hus
Keith Wisegarver	Yam
Ira Zuniga	Suz
OPEN JR	
Dan Delehant	Mai
Jim Ringo	Suz
OPEN INT	
Roger Kramar	Mai
David Aleman	Mai
125 JR	
Clint Carman	Hon
Ron Cain	Suz
Rick Chavez	Yam
125 INT	
Jeff Sanchez	Hon
Gary Cain	Hon
125 EX	
Tom Burt	Hon
175 JR	
Bob Holcomb	Yam
125 PP	
Sandy Jamerson	Hon
125 BEG	
John Richards	Hon
Bob Brammer	Yam
Marc McClure	Suz
175 BEG	
Steven Johnstone	Yam
Chris Harmer	—

TT
Corona Rcwy.
Corona, Calif.
Sept. 18, 1974
by Tom Blattler

MINI	
David Oller	Hon
John Koogle	Hon
Randy Bennett	Hon
PEE WEE MINI	
Gary Sewell	Hon
Pam Bennett	Hon
Randy Tampe	Ind
100 NOV	
Rick Leway	Yam
David Waples	Kaw
Don Torterlli	AD
125 NOV	
Rodd Saunders	Yam
Tom Demarco	Hon
Mike Ochs	Yam
125 EX	
Eddie Lawson	Yam
Mike Tidwell	YZ
Gordie Kidd	Yam
250 NOV	
Steve Powell	Suz
Mike Allen	Kaw
Mark Butler	Bul
250 AM	
Greg Zehner	Yam
Jeff McKelroy	Bul
Mark Prescott	Yam
250 EX	
Mike Tidwell	YZ
Eddie Lawson	YZ
Lloyd Quintard	Yam
OPEN NOV	
Dennis Aguirre	Kaw
Jim Ryel	Hus
Dan Rees	Bul
OPEN EX	
Jim Wright	Yam
Keith Moss	Yam
Gary Davis	BSA

CMC Short Track
Cycleland Spdwy.
Chico, Calif.
Sept. 21, 1974
by Rex Backman

100 NOV	
John Sudburry	Yam
Tom Green	Yam
Ken Gray	Hon
125 NOV	
Jim Hanks	Suz
Chris Sauer	Yam
Allen Shackleford	Hon
200 NOV	
Randy Freeman	Bul
Tom Cantrell	Bul
250 NOV	
Tom Dean	Hon
Mike Hall	Bul
Bruce Knight	Bul
200 JR	
John Williams	Bul
Bruce McMorrow	Bul
250 JR	
Robin Hill	Bul
Bill Zirkle	Yam
Mike Freeman	Bul
250 EX	
Jim Hubbard	Yam
Cliff Hylton	Yam
Shane Scott	Yam
360 EX	
Lowell Moural	Yam
Steve Dietz	Bul
John Grant	Bul
200 HANDICAP	
Randy Freeman	Bul
Alan Jones	Bul
Cliff Hylton	Yam
250 HANDICAP	
Matt Gackson	Bul
Robin Hill	Bul
Jim Hubbard	Yam
360 HANDICAP	
Lowell Moural	Yam
Steve Dietz	Bul
John Grant	Yam
WORK TRAINING	
CNTR. PERPETUAL	
TROPHY RACE	
Lowell Moural	Yam
Steve Dietz	Bul
Cliff Hylton	Yam

Hillclimb
DeAnza Park
Sunnymead, Calif.
Sept. 8, 1974
by Ann A. Powell

MINI	
Rudy Dickenson	Hon
Becky Mathison	Hon
Chris Bridges	Hon
100	
Brian Collier	Yam
Mike Shea	Kaw
125	
Tom Turner	Hon
Brian Collier	Yam
175	
Carl Collier	Yam
Alice Hudnall	Yam
250 STOCK	
Ian Nascimento	Yam
Dave Powell	Suz
250 MOD	
Doug Hall	Bul
Ian Nascimento	Yam
360 STOCK	
Clyde Peterson	Yam
Craig Mock	Yam
360 MOD	
Craig Mock	Yam
Doug Hall	Bul
400 STOCK	
Wes Evans	Suz
Kerry Peterson	Mai
400 MOD	
Wes Evans	Suz
Kerry Peterson	Mai
500 STOCK	
Chuck Peterson	Mai
Leray Clubb	Mai
450 MOD	
Richard Olson	Yam
Craig Mock	Yam
500 STOCK	
Clyde Peterson	Yam
Ron Thompson	Yam
Carl Collier	Yam
500 MOD	
Ron Thompson	Yam
Clyde Peterson	Yam
Ed Shaver	Yam
650 STOCK	
Vincent Bertolucci	Tri
Chuck Key	Tri
Robert Terrell	Tri
650 MOD	
Chuck Key	Tri
Ron Thompson	Yam
750-OPEN	
Ed Shaver	Tri
Tom La Rue	Tri
OPEN/EX	
Richard Bertolucci	Tri
Neal Mackel	Tri
Jim True	H-D

D-36 Motocross
Top 20 Blue
Plate Points
As of Sept. 15, 1974
by W.H. Spencer

Dan Olson	36
Ed Brown	33
Jeff Loff	24
Dan Mancino	19
Kevin Henry	18
Dan Turner	17
Pat Wilson	16
Mark Gibson	16
Casey Vail	15
Rick Clements	12
Lonnie Murphy	12
Kim Adamson	12
Charlie Vollenweider	12
Charlie Marshal	11
Mike Preston	11
Russ Powell	11
John Thompson	10
Ray Forbes	10
Pat Richter	10

D-36 Scrambles
Top 20 Black
Plate Points
As of Sept. 15, 1974
by W.H. Spencer

Allan Yarrow	114
Phil Anderson	109
Duane Yarrow	79
Ted Davidson	68
John Hlebo	66
Duane Spence	64
Pat Brown	61
Kim Jorgensen	52
Dennis Souza	48
Ray Huff	45
Jim Foley	43
Tiffen Mullenax	42
Rick Otto	41
Dan Hogue	38
Steve Young	35
Craig Scroggins	35
Jeff Eide	35
Dale Mathers	32
Chuck Miller	31
Bob Masters	27

Semi-Pro
Short Track
Auburn Dist. Fair
Sierra Old Timers MC
Auburn, Calif.
September 13, 1974

250 NOV	
Bruce McGregor	Oss
Jim Black	Oss
Rancy Blankenship	Bul
250 JR	
Jeff Smith	Bul
Stewart Chadwick	Bul
Mark Narvaez	Yam
250 EX	
David Faria	Yam
Mike Faria	Yam
Greg Ferguson	Tri
360 NOV	
Pat Bond	—
360 JR	
Eddie Diaz	Yam
John Narvaez	Yam
Randy Quick	Yam
360 EX	
John Grant	Yam
Manuel Crummett	Bul
Mike Lupold	Yam

Marathon
Fremont, Calif.
Sept. 8, 1974
by W.H. Spencer

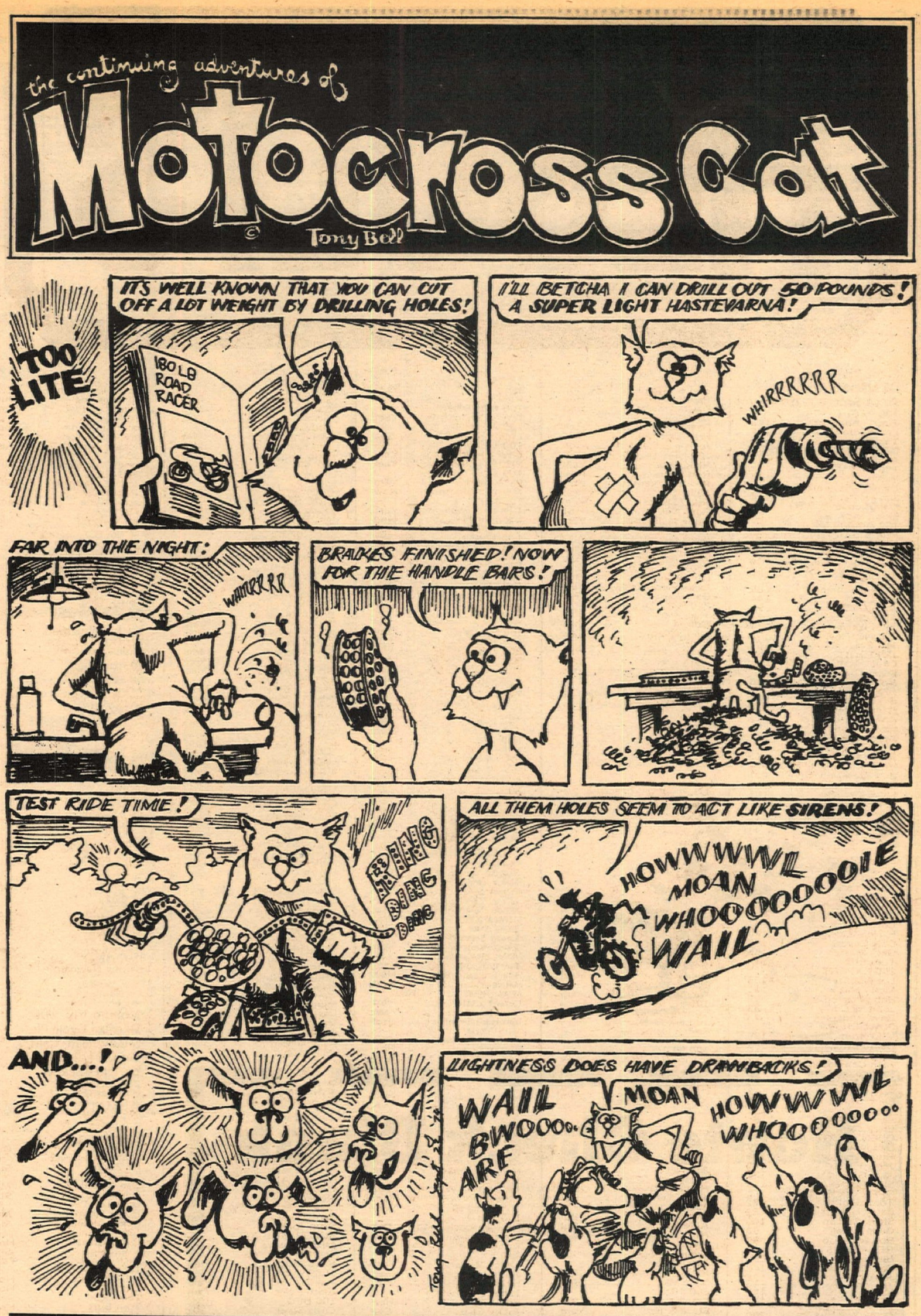
125cc	
Terry Fish/ Jeff Cole	Suz
Jim Ingoglia/ Jim Carlisle	Hon
Henry Allen/ Lon Fly	Hon
Larry Frey/ Mike Peavler	Yam
250cc	
John Silva/ Pat McCaul	Bul
Kent Classen/ Bob Pavao	Pen
Bob Vickery/ Jim Vickery	Yam
Tom Ross/ Jim Ingoglia	Hon
OPEN	
Billy Risner/ Scott Silva	Hus
Dave Frazier	Yam
Gary Vanderpool/ Jeff Cole	Hus
Keith Bontrages/ Al Shaw	CZ
Ned Marandino/ Bill Flett	Mai
Frank Risner	Hon

E.C.R.A. MX
Escape Country
Trabuco Cyn., Calif.
Sept. 22, 1974

MINI	
Mike Vaught	Ind
SUPER MINI 1st DAY	
Robert Tamayo	Hon
SUPER MINI BEG	
Stewart Boyd	Bar
Jeff Schones	Hon
Lyle Babi	Hon
SUPER MINI NOV	
Byron Barr	Hon
John Miller	Hon
Andy Guth	Hon
SUPER MINI INT	
Bill Jewett	Hon
SUPER MINI EX	
Jimie Oliver	Hon
Pete Hillbrecht	Hon
100 1st DAY	
Ernie Tamayo	Yam
100 NOV	
Lee Cangiano	Yam
100 INT	
Bob Reyes	Hon
100 EX	
Steve Gavin	Pen
125 1st DAY	
Craig Bryson	Hon
Dave DeVille	Hon
Dana Eubanks	Pen
125 BEG	
Kent Hawksworth	Kaw
Nick Beale	Hon
Glen Elliott	—
125 NOV DIV I	
Harold Heriford	Hon
Bill Smith	Hon
Dave Hanson	Suz
125 NOV DIV II	
Steve Moore	Hon
Scott Bell	Hon
Eddie Romero	Hon
125 INT	
Ross Thompson	Hon
Paul Sanders	Hon
Randy Miller	Hon
125 EX	
Bruce McDoughl	Hon
Mark Tyer	SMF
Mike Bell	Hon
175	
Steve Childress	Suz
David Beard	Yam
250 1st DAY	
Bob LaDuke	CZ
250 BEG	
Shannon Bargsten	YZ
Jerry Wolfinbarger	Yam
Rick Erickson	Hus
250 NOV	
Jeff Gillman	Yam
Joel Harriott	YZ
Joan J. Metzger	Mon
250 INT	
Scott Gillman	Yam
Greg Smith	Mai
Conrad Weber	Mon
250 EX	
John DeSoto	Oss
Gary Jones	—
John Derhammer	Yam
OPEN 1st DAY	
Robert Sotomay	—
Larry Miller	Yam
OPEN BEG	
John Irwin	CZ
OPEN NOV	
Mel Kukel	Mai
Scott Mooheyham	Hus
Fred Nelson	Bul
OPEN INT	
Guy Austin	Mai
OPEN EX	
Pete Maly	CZ
Joe Root	Bul
Robert Grossi	Hus

D-36 Scrambles
Fremont, Calif.
Sept. 14, 1974
by W.H. Spencer

650 EX	
Tif Mullenax	Tri
Craig Rogers	Tri
Bill Landsborough	Nor
650 JR	
Buddy Robinson	Tri
George Taylor	BSA
650 NOV	
Alex Anderson	Tri
Ross Putnam	Tri
500 EX	
Dennis Spence	Hon
John Hlebo	Yam
Jim Foley	Yam
500 NOV	
Don Whitlow	Yam
Steve Hall	Yam
Bob Steveson	Yam
500 JR	
Dave Mattson	Bul
Randy Harpel	Bul
350 NOV	
Bernd Koegler	Hon
Tony Marcucci	Hon
Dan Malfatti	Hon
250 EX	
Dan Hogue	Suz
Dennis Souza	Yam
Duane Spence	Yam
250 JR	
Tom Flaherty	Bul
Chuck Weatherton	Yam
250 NOV	
Paul Austin	Bul
Kevin French	Bul
Dan Armstrong	Hon
200 JR	
Steve Williamson	Bul
200 NOV	
Corey Silva	Bul
Scott Nail	Bul
Marlong Folden	Bul
125 JR	
Tony Alves	Yam
125 NOV	
Greg Stocking	Hon
Tim West	Yam
Lenny Tucker	Hod
100 NOV	
Rod Shrum	Yam
Rick Lovitt	Hon



ROUTE CHECK

Twentynine Palms to DeAnza Cycle Park

I need a ride to "DeAnza" with my bike — 125 Elsinore. Will pay half of gas. Call Wayne (714) 367-7738. (37/4x)

Irvine to Local MX Races

Yamaha 100 MX rider needs a ride to MX races anywhere every Sunday or Friday. Call after 7:00 p.m. Please help. Vincent (714) 838-7927. (34/4x)

City of Orange To All D-37 MXs

250 Elsinore Novice. Has Chevy Love truck, going to all D-37 MX races and CMC on off weeks. Give me a call. Jim, before 2:00 (714) 997-5215. (27/4x)

La Canada to Dunes or ?

I am a Moto-X freak. I don't race yet because I don't have practice. I have a Monark GS 125 and I am 14. Call anyway — huh? Tony (213) 790-4371. (34/4x)

La Mirada to Mojave

Have room for 2 or 3 more bikes. ¾ ton Chevy Long Horn pick-up. Have cabin, cowtrail and cross country. Truck carries 75 gallons gas. Split expenses. After 6 p.m., ask for Mike (714) 522-2219. (26/TFN)

Palos Verdes to D-37 Desert—GPs

No. 7 D-37 desert Powder Puff needs ride to races. I've never broke. Please!! Iwant to stay No. 7!? Will share expenses. Call Lisa before 3:00 Mon.-Fri. (213) 377-9766. (33/4x)

San Diego To MX Races

Have room for 1 or 2 bikes or will share expenses, to almost any motocross race. Mike (714) 222-4710. (39/4x)

Canoga Park to Indian Dunes

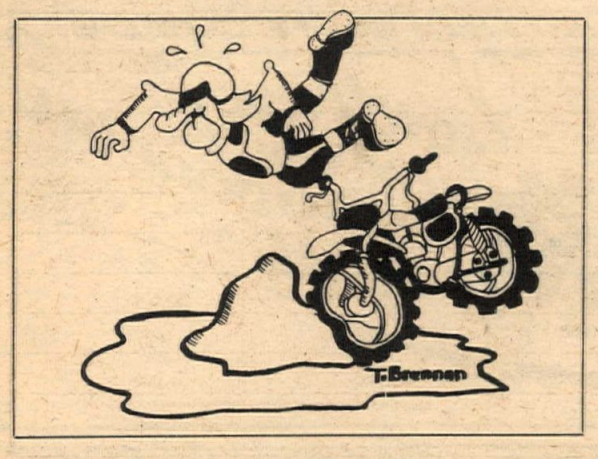
Have Yamaha 100 — love to ride, but, need transportation. Any week-end. Will split gas. Age 15. Steve (213) 348-0933. (39/4x)

S.F. Valley to Indian Dunes

Nick and bike would like ride to Dunes any day of week. I have a Suzuki 125 and will pay half of gas. Nick (213) 997-1367. (34/4x)

Fresno to MX — DRA — D-37

Have room for 1 or 2 riders and bikes or will share expenses. I race every weekend. Call Chuck (209) 255-9596 or (209) 448-3707. (37/4x)



Motocross
Tucson MX Park
Tucson, Ariz.
Sept. 14, 1974
by Kent Nicholls

OPEN EX	
Layne Hannai	Mai
Ivan Russal	Suz
Dave Peterson	CZ
OPEN AM	
Dale Shatto	Yam
Brett Hanna	—
Kent Nicholls	CZ
OPEN NOV	
Hary Hutchenson	Yam
Harold Foster	Kaw
OPEN BEG	
James Cash	Yam
Kurt Feldman	Hus
250 EX	
John Brown	Yam
Sam Redman	Oss
Carl Blentlinger	Kaw
250 AM	
Phil McGill	Oss
Kurt Lahring	Suz
Larry Toby	Yam
250 NOV	
Andy DuVall	Hon
Billy Dotson	Suz
Fred Bennett	Hon
250 BEG	
Dan Matich	Suz
Richard Mill	Yam
Bruce Long	Hon
125 EX	
Carlos Serrano	Hon
Steve Watmore	Hon
Steve Derrik	Hon
125 AM	
Ken Harayada	Hon
Randy Etchart	Hon
Gary Shepherd	Hon
125 NOV DIV II	
Brian Carey	Puc
John Carroll	Hon
Clark DuVall	Hon
125 UOV DIV I	
Mike Salardo	Hon
Tim Bishop	Hon
Phil Burns	Hon
125 BEG DIV II	
Gary Davis	Hon
Richard Doyle	Hon
Tom Owen	—
125 BEG DIV I	
Gary Flowers	Suz
Dave Felder	Hon
Larry Toby	Suz
100 AM	
Larry Hardy	Car
100 NOV	
Renal Cox	Suz
Vernon Shepard	Suz
Wade Mitchell	Hod
100 BEG	
Martin Wiggins	Yam
Patrick Thompson	Car
Gary Uselton	Yam
OLD TIMERS	
Larry Losey	CZ
Bill Ewing	CZ
Mack Garrison	Oss
MINI NOV	
Tod Mueller	Ste
Greg McDanial	Hon
Rick Watmore	Suz
MINI BEG	
Martin Serrang	Hon
Robert Adair	Hon
Steve Garrison	Hon

Benefit MX
Adelanto, Calif.
Sept. 22, 1974

MINI BEG	
Bubbu Shingler	Hon
Mike Legasse	Yam
Roger Sitz	Yam
NOV MINI	
Mike De¾hillips	Hon
James Kelly	Hon
BEG 100	
Doug Shane	Suz
Fred Wentworth	Suz
Alan Hoover	Yam
NOV 100	
Mark Larnkjaer	Suz
Mike Kiper	Hod
125 BEG	
Bob McMichael	YZ
Rex Murdock	Suz
Greg Misinger	Hon
125 NOV	
Herb Carbaugh	Hon
Steve Jackson	Hon
James Keeler	Hon
OPEN NOV/250 EX	
Tom Lathrop	CZ
Hurlon Morrow	Hon
Eric Gordon	Yam
NOV 250 DIV A	
Dave Neis	Yam
Terry King	Suz
Rich Barnes	Hon
NOV 250 DIV B	
Gary Praster	Yam
Sam Hill	Hon
Don May	Suz

SRA Spdwy. North
Sacramento, Calif.
Sept. 20, 1974
by Sneaky Pete

SCRATCH MAIN	
Norman Denny	
Dale Stetler	
Mike Rooney	
Paul Orlandi	
HANDICAP MAIN	
Jay DeBeaubien	
Gabe Dick	
Alan Christian	
SCRATCH CONS.	
Barclay Trehal	
George Carter	
Jerry Baugh	
Joe Fitzpatrick	
HANDICAP CONS	
Greg Rew	
Barclay Trehal	
George Carter	
MATCH RACE	
Paul Orlandi	
Norman Denny	

TT Scrambles
Elsinore, Calif.
Sept. 21, 1974

MINI BEG	
Rick Stran	Yam
Scott Watson	Hon
Donnie Bean	Yam
MINI NOV	
Eddie Tafoya	Hon
Randy Underwood	Yam
Steve Flatebo	Hon
MINI NOV/EX	
Wally Soltz	Yam
Ken McIntyre	Yam
125 BEG	
Sid Reese	Yam
Ron Shumeker	Hon
Jeff Nickolls	Hon
250 BEG	
Mike Shorron	Yam
Jeff Jarvi	Hon
James Throne	Mai
100 NOV	
David Waples	Kaw
Jon Waples	Kaw
Carl Whitt	Yam
125 NOV	
Tom Demarco	Hon
Vince Landry	Yam
Gary Nelson	Hon
250 NOV	
Garry Feener	Oss
Steve Stiemsma	Bul
Larry Hayes	Yam
500 OPEN	
Mike Baeder	Yam
500 OPEN/EX	
Mark Reichert	Yam
Keith Moss	Yam
Rod Sexton	Yam
SPEC NOV	
Larry Hayes	—
Irwin Moon	Bul
Gary Feener	Oss
125 AM	
Steve Woskoski	YZ
Jim Ingersoll	Yam
Vince Landry	Yam
250 AM	
Greg Zamora	Mai
Ron Sheets	Yam
Jim Ingersoll	Yam
250 EX	
Mark Prescott	Yam
Bruce Reynolds	Bul
Danny Randall	Bul
500 OPEN NOV	
Mike Baeder	Yam
Dave Woodrich	—
David Skirvin	Yam
WHEELIE CONTEST	
Dave Press	

AMA Grand National Points Standings As of Sept. 22, 1974

1. Ken Roberts	Yam	2002
2. Gary Scott	H-D	1459
3. Gene Romero	Yam	933
4. Mike Kidd	Tri	677
5. Chuck Palmgren	Yam	583
6. Rex Beauchamp	Yam	560
7. Corkey Keener	H-D	553
8. Dave Aldana	Tri	432
9. Hank Scott	H-D	420
10. Mert Lawwill	H-D	402
11. Don Castro	Yam	362
12. Gary Nixon	Suz	275
12. John Hateley	Yam	275
14. Dave Hansen	Tri	271
15. Mike Gerald	Yam	270
16. Mark Williams	Tri	262
17. Doug Sehl	H-D	252
18. Yvon DuHamel	Kaw	208
19. Steve McLaughlin	Yam	204
20. Dave Sehl	H-D	197

AMA Grand National Manufacturer Standings As of Sept. 22, 1974

1. Yamaha	2373
2. Harley-Davidson	1979
3. Triumph	1055
4. Suzuki	503
5. Kawasaki	480
6. Norton	166
7. Honda	150
8. Bultaco	90
9. BMW	15
10. Rickman	1

Final Standings Camel Pro Series

Rider	Pts.	Earnings
1. Ken Roberts	435	$5,000
2. Dave Aldana	155	3,000
3. Cliff Keener	154	2,000
4. Gene Romero	153	1,000
5. Yvon DuHamel	132	900
6. Gary Scott	125	800
7. Mike Gerald	120	625
7. Chuck Palmgren	120	625
8. John Hateley	107	600
10. Paul Smart	88	550

CRC Motocross
Indian Dunes Pk.
Valencia, Calif.
Sept. 22, 1974
by Dale Brown

POWDER PUFF	
Kristie Hammer	Pen
60 MINI	
Steve Jackson	Yam
MINI INT	
Kirk Sturgeon	Hon
MINI EX	
Jim Holley	Hon
Greg Taylor	Hon
100 BEG	
Thomas Shinn	Hon
100 BEG -16	
John Whelcher	Suz
David Lagala	Yam
100 NOV	
Rodney Davidson	Kaw
100 NOV -16	
Mike Harnacker	Suz
125 BEG	
Neil Wolfson	Hon
Mike Martin	Hon
Don Bizzy	Suz
125 BEG -16	
Steve Randall	Suz
Brett Moore	Mnk
Shann Mahn	Hon
125 NOV	
Louis Lindwall	Hon
Tony McNeal	Hon
George Viens	Hon
125 NOV -16	
John Dahlgren	Hon
Andy Northrup	Hon
Tim Locey	YZ
250 BEG	
Shawn Harrington	Mai
Donny Richardson	Hon
Gary Scardina	Mai
250 NOV	
Mark Rickey	Yam
Daniel Branfman	Kaw
Jay Peacock	Suz
OPEN BEG	
Bud Adams	Yam
Kevin Kilpatrick	Yam
Dan Kline	Yam
OPEN NOV	
Dwight Strayer	CZ
Clint Smith	Mai
250 INT	
John Smoot	Hus
Manny Angulo	CZ
125 INT	
Rob Westbrook	Hon
OPEN INT	
John Maroney, Sr.	Mai
250 EX	
Frank Giardina	Mai
Rufus Kerr	Hon
Keevan Acevedo	KTM
OPEN EX	
Cole Hastings	Hus

CMC Motocross
South Bay Pk. Spdwy.
Chula Vista, Calif.
Sept. 25, 1974

MINI STOCK	
M. Golden	Hon
B. Antonacci	Hon
J. Simpson	Hon
MINI MOD	
B. Antonacci	Hon
J. Sotelo	Yam
M. Gomez	YZ
POWDER PUFF	
N. Wilson	Suz
D. Prantner	Hon
100 JR	
T. Shekell	Yam
P. Nash	Hon
G. Moody	Hod
125 INT	
B. Glover	Hon
J. Hale	Hon
K. Kahn	Hon
125 JR DIV I	
B. Murray	Hon
D. Maas	Hon
P. Cameron	Hon
250 JR DIV II	
M. Farmer	Suz
R. Cooper	Mai
G. Korgie	CZ
500 JR	
W. Cornelius	Suz
M. Birditt	Mai
R. Deitchman	BSA
125 PROD	
J. Tessitore	Ban
T. Croft	Hod
R. Turner	Hon
250 PRO	
M. Stearns	CZ
R. Burns	Yam
D. Stafford	CZ
500 PRO	
M. Stearns	CZ
D. Anderson	Hus
D. Smith	Mai
125 JR DIV II	
S. Gomez	Yam
E. McElroy	Hon
R. Gomez	YZ
125 JR DIV III	
R. Miller	Hon
S. LaBella	Hon
A. Sherbacov	Suz
250 INT	
C. Contreras	Suz
250 JR DIV I	
M. Uyeda	Yam
R. Hasson	Hus
R. Wren	Hon

MRA/SRAC
Road Race
Adams Cnty. Fgds.
Denver, Colo.
Sept. 22, 1974
by Woody Witte

350 PRO	
Woody Witte	Yam
Randy Skiles	Yam
Mike Simmonds	Yam
500 PRO	
Rick Horn	Kaw
Mike Blakely	Kaw
Robert Starrett	Tri
OPEN PRO	
Tom Sonnleitner	Nor
Paul Bungard	Yam
Rod Ratzlaff	Kaw
DIRT UNDER 200cc	
Bruce Sass	Yam
Tim Young	Suz
Scott Casker	Suz
DIRT OVER 200cc	
Dennis Korth	Kaw
Norm Meyer	Yam
Wayne McFetridge	Hon
CAFE UNDER 350cc	
Bruce Sass	Yam
Woody Witte	Yam
Robert Owens	Suz
CAFE 500	
Rusty Sharp	Suz
Val Agostino	Hon
Brent DeWitte	Kaw
CAFE OPEN	
Jeff Steele	Hon
Bob Hyman	Kaw
John Crekson	H-D
125 GP	
Dale Ebersole	Yam
Dave Old	Yam
Russ Dickinson	Yam
250 GP	
Bruce Sass	Yam
Bill Vickery	Yam
Lee Serck	Yam
350 GP	
Woody Witte	Yam
Randy Skiles	Yam
500-OPEN GP	
Dennis Korth	Kaw
Norm Meyer	Yam
Bob Hyman	Kaw

Route Check Blank

Gas pains gettin' to ya, booby? Wow, what a bummer. For **ABSOLUTELY NOTHING** we're going to help you get to school, work, or the **RACE**. Yeah, that's important, ya know? If you'd like to help your fellow biker and meet some neat people, put a listing in our column. Send your first name, your phone number, and the approximate places that you travel to and from and on what days of the week you do so.

All ads are free — save gas — pool your van.

Name PLEASE PRINT!

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City to City

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Area Code Phone Number

AMA Regional Championship Point Standings As of Sept. 15, 1974

ATLANTIC
EX
William Eves Tri 528
Bill Schaeffer Yam 393
Hank Scott H-D 345
Dave Sehl H-D 323
Dennis Palmgren H-D 275
Denis Varnes Yam 229
Steve Dalgarno Yam 203
Geo. Richtmeyer BSA 189
John Goad H-D 165
Wil. Labrie Yam 150
JR
Greg Sassaman H-D 640
Scott Rader H-D 485
Jay Ridgeway Yam 340
Steve Weber BSA 200
Carlton Lowe BSA 170
Louis Auderson Yam 160
Larry Bleil Yam 150
Edger Ingram Yam/Tri 149
Gary Blackman Yam 120
Howard Crews Tri 105
NOV
William Purvis Kaw 628
Thomas Norris Bul 375
Philip Roper Yam 360
Leroy Roper Yam 330
Dale Singleton Kaw 310
Charles Scheper Yam 245
Kevin Lambert Yam 239
Clifford Guild Bul 203
David Moody Yam 168
Steve Anthony Yam 120
Keith Williams Bul 120
MIDWEST
EX
Corky Keener H-D 570
Randy Cleek Yam 450
Rex Beauchamp H-D 413
Mike Kidd Tri/Bul 267
Steve Droste H-D 200
Buddy Powell Yam 150
Darryl Hurst Yam 149
Mike Caves H-D 100
Mike Johnson H-D 93
Terry Pletch H-D 90
JR
J. Springsteen H-D 660
David Rush Bul/Tri 650
Ken Springsten H-D 378
Guy McClure Yam 284
Donald Doutre Yam 206
Roger Scheffler Tri 180
Charles Beusch H-D 130
Dan Cartwright Yam 120
Jim Collins Tri 120
Steve Sherman BSA 120
NOV
Larry Beall Yam 673
Steve Elo Yam 669
Dan Durborow Bul 320
Glen Falter Bul 310
Edward Morris Yam 220
Gary Sugg Bul 150
Floyd Wyatt Yam 150
William Horvath Hon 140
Xed Boody Bul 120
Thomas Grimes Bul 120
PACIFIC
EX
Mark Williams Tri 680
Randy Skiver Tri 450
Gary Scott H-D 283
Charles Joyner Tri 280
John Gennai H-D 250
Charles Brown Yam 249
Mert Lawwill H-D 230
Sonny Burres Yam 153
Ike Reed Tri 150
Gene Romero Yam 150
JR
Bruce Hanlon H-D 390
Darrell Hendrickson Tri 340
Don Smith Tri 310
Wilbert Smith Tri 220
John Allison Yam 160
Richard Cook Tri 150
Randy Scism Tri 150
Donald Dodge Tri 135
Tony Nova Yam 129
Tom Berry Yam 120
Diane Cox Tri 120
Tom Kopriva 120
Rich Kraft Nor 120
NOV
Mark Smith Hon 357
Steven Toftdahl Yam 280
Steve Eason Bul 270
Daniel McWhorter Mon 220
Brad Hurst CZ 210
Delbert Spinney Bul 189
Frank Word III Bul 180
Rupert Dykstra Bul 150
Doug Garrison Yam 150
Robert Gore Yam 135

Unofficial AMA Grand National Points As of Sept. 29, 1974

1. Kenny Roberts 2112
2. Gary Scott 1467
3. Gene Romero 944
4. Rex Beauchamp 692
5. Mike Kidd 677
6. Chuck Palmgren 649
7. Corky Keener 641
8. Dave Aldana 442
9. Hank Scott 422
10. Mert Lawwill 403
11. Don Castro 362
12. Rick Hocking 340

Shamrocks Hare & Hound Four Corners, Calif. Sept. 29, 1974 by Jim Stewart

OVERALL
Cordis Brooks Bul (Ex)
Kevin Hasten CZ (Ex)
Bob Balentine Hus (Ex)
Benny Padilla Yam (Ex)
Dan Dawson Hus (Am)
Birdie Bul (Ex)
Bill Becker Yam (Ex)
Wayne Cook Hon (Ex)
Smokebomb Yam (Ex)
Jim Sumners Hus (Ex)
175 EX
Gary Conner DKW
Tim Bowman DKW
Jeff Kaplan Hus
100 EX
Larry Roesler H-D
Bruce Ogilive H-D
Dean Martin Hod
400 AM
Dwayne Carter Hon
Mike Powers Hus
250 AM
Dan Dawson Hus
Robert Wadlow CZ
Tom Ralp Hus
175 AM
Mark Zimmerman Yam
Robbie Parma Yam
100 AM
R. Young Hod
J. Haas Hod
OVERALL NOV
Tom Kelly Yam
Jack Halterman Yam
Lark Wight Tri

Moreno Valley MX DeAnza Cycle Park Sunnymead, Calif. Sept. 28, 1974 by Tim Mickey

125 JR
Roy Johnson Hon
Ron Cain Suz
250 BEG
Hugh Heney Hon
Ian Zuniga CZ
Ed Schnitzer Bul
250 INT
Dwayne Vanderby Kaw
250 EX
Michael Jackson Hus
OPEN BEG
Ira Zuniga Suz
125 BEG
Jimmy McWilliams Hon

Speedway Ventura, Calif. Sept. 24, 1974 by Dennis Greene

Steve Bast 14
Scott Sivadge 13
Bill Cody 12
Mike Konle 11
Rick Woods 10
Steve Nutter 9
Sonny Nutter 9
Dubb Ferrell 9
Jeff Sexton 7
Dan Becker 7
Ed Wilams 5
Troy McKee 4
Brian Short 4
Larry Moon 3
Bob Schwartz 1
Larry Shaw 1

Speedway Irwindale, Calif. Sept. 26, 1974 by Dennis Greene

SCRATCH MAIN
Sonny Nutter
Dubb Ferrell
Jeff Sexton
Bill Cody
HANDICAP MAIN
Ed Williams
Mike Muntean
Scott Sivadge
Bill Mesiter
Jeff Sexton
Phill Moon

Speedway Costa Mesa, Calif. Sept. 27, 1974 by Dennis Greene

SCRATCH MAIN
Bill Cody
Dan Becker
Scott Sivadge
HANDICAP MAIN
Jim Gresham
Les Chanky
Dave Simes
Phil Moon
Bobby Ross
Bill Meister

TT Scrambles Perris, Calif. Sept. 21, 1974 by Grace Burton

MINI
Marty Jamerson Hon
Michael Sharp Yam
John Murphy Yam
100 NOV
Wes Chandler Kaw
Jimmy Sarver Yam
John Gimenez Kaw
125 NOV
William Whiteman Pen
Ron Nuesse Yam
Eric Johnson Suz
125 NOV
Dylam Nehart Yam
Mike Ochs Yam
James Spiegle Yam
125 AM/EX
Eddie Lawson Yam
Jeff Springmon Yam
Mike Minning Yam
175 NOV/AM/EX
Donald Keeling Yam
Jay Young Suz
Bill Luttrell Bul
250 NOV
Richard Beck Yam
Scott Anderson Bul
Arthur Junker Yam
250 NOV
Steve Powell Suz
Ken Renner Yam
John Luck Hon
250 NOV
Michael Allen Kaw
John Shipley Suz
Steve Bennett Yam
250 AM
Eddie Beason Yam
Dorothy Rowe Yam
John Sargent Yam
250 EX
Rick Kouns Bul
John Sprague Bul
Dennis Briggs Suz
OPEN NOV
Gene Bennett Tri
Steve Bennett Tri
Donald Underwood Nor
OPEN NOV
Jim Redding Yam
Larry Gorman Yam
Mike Byars Yam
OPEN NOV
Gary Smith Yam
Ken Fuller Bul

S.C.O.R.E. AC/Delco Riverside, Calif. Sept. 28, 1974

OPEN
James Weinert Kaw
Bill Clements Hus
Mitch Mayes Hus
250
Ken Zahrt Bul
Ray Topham Mai
Al Baker Hon
125
Bruce McDougal Hon
James P. Hayes Hon
Mickey Quade Hus
125 OR UNDER
Bruce McDougal Hon
DeWayne Jones C-A
Mickey Quade Hus
250 OR UNDER
Ken Zahrt Bul
Al Baker Hon
Jack Johnson Yam
251 OR OVER
James Weinert Kaw
Mitch Mayes Hus
Tim Hart Yam

D-37 Motocross Badgers M.C. Valley Cycle Pk. Moorpark, Calif. Sept. 22, 1974 by John Huetter

MINI EX
Mike Lewis Hon
Jim Cody Hon
MINI NOV
Terry Mason Hon
Eric Kehoe Yam
125 NOV/PIE PLATES
Donn Sarin Kaw
Louie Blankenship Car
Rick Grant Hon
125 NOV
Louis Darling Hon
Tony Porto Yam
Rich Garbaccio Hon
125 AM
Kevin Burger Hon
Ruben Roman Hon
Gene Maple Hon
125 EX
Mark Barnes Hon
Tony Jordan Hon
Jim Connolly Bul
250 NOV
Tim Sarian Bul
Andy Siegel Hus
Kirk Benke Bul
250 AM
Rick Dietrich Bul
Mike Smith Mai
Ken Green CZ
250 EX
Mark White Hon
Fred Griego Yam
Nate Sciaqua Yam
OPEN NOV
Bruce Johnson Yam
Bill Hagan CZ
Norb Brown Mai
OPEN AM
Alan Thompson Yam
Don Kadlick Mai
John Grbavach Hus
OPEN EX
Ron Blanton Bul
Mike Hannon Bul
Jim Connolly Bul
SIDECAR
John Palfreyman/ Joe Gardner Tri/Wasp
Rich Bell/ Tom Ridyard Hon/Wasp
Robert Sanner/ Charles Sanner Hon
WOMEN EX
Nancy Payne Hon
Cherry Stockton Bul
Janene Turton Bul
WOMEN AM
Sue Fish Hod
Cheryl Acres Suz
Lori Payne Yam
WOMEN NOV
Marcia Holley Hus
Paulette Napoleone Suz
Linda O'Brien Yam

AFM Road Race Laguna Sece Rcwy. Monterey, Calif. Sept. 15, 1974 by P. Ritter/ J. Lester

50 GP
Jonas Minton Ita
Steve Zimmerman Ita
Doug Stanton Tar
100 GP
Ricardo Colindres Yam
Mike Tidwell Yam
Pedro Gallinucci Yam
200 GP
Dave Beisheim Hon
Paul Dunning Yam
Ralph LeClercq Duc
250 GP
Kent Rockwell Yam
Rudy Galindo Yam
Ricardo Colindres Yam
350 GP
Rudy Galindo Yam
Harry Klinzmann Yam
Richard Williamson Yam
500 GP
Tom Myers Suz
Mike Lee Kaw
Mike VanLienden BSA
OPEN GP
Reg Pridmore BMW
Fred Walti Yam
Greg Andrus Hon
125 PROD
Bill Silver Hon
Robert Gross Yam
Jim Lester Yam
200 PROD
Ed Unini Hon
Russ Callenberg Yam
Don Unger Bri
250 PROD
Wally Karpynec Suz
Phil Rocke Suz
Mike Ridell Yam
350 PROD
Bob Tigert Yam
Tip McPartland Kaw
Scott Clough Yam
500 PROD
Jim Lipanovich Suz
Russ Callenberg —
Fred Koren Hon
OPEN PROD
Reg Pridmore BMW

RESULTS

Page 1

U. S. POSTAL SERVICE
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(Act of August 12, 1970: Section 3685. Title 39. United States Code)

SEE INSTRUCTIONS ON PAGE 2 (REVERSE)

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Charles C. Clayton	Same

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Sharon Clayton

I certify that the statements made by me above are correct and complete.

PS Form 3526 July 1971

Ron Pierce BMW
Cook Nielson BMW
SIDECARS
McNeal/Kerley Hon
Garnett/Stewart Kaw
Steele/Steele Hon

CMC Motocross Carlsbad Rcwy. Carlsbad, Calif. Sept. 22, 1974 by A. Shepherd

MINI
Ralph Longo Yam
Erich Gorsse Hon
100 JR
Gary Fukuda Suz
Corki Moore Suz
Greg Markland Suz
125 JR DIV I
Dave Maas Hon
Jim Fukuda Suz
Neal Potter Hon
125 JR DIV II
Dan Hendricks Hon
Jeff Voss Hon
Bob Sheppard Yam
250 JR DIV I
Rick Trammell Mai
Craig DePalma CZ
John Rawson Yam
250 JR DIV II
Jim Slaughter Mai
Terry Woodruff Hon
Keith Tomei Hus
500 JR
Michael Apple Hus
Kenneth Yarnall CZ
Mark Keifer Mai
125 INT
Tony Wanket Hon
Tom Settle Hon
Jerry Raymer Hon
250 INT
Dana Slater Yam
Pete Smith Yam
Ray Macias Hon
500 INT
Dirk Houghton CZ
Dennis Clark CZ
Lynn Vick CZ
125 PRO
Tommy Croft Fra
Billy Urban WTE
John Tessitore Ban
250 PRO
Rex Staten Hon
Marty Moates Hon
Rich Pinnick WTE
500 PRO
Mike Yorba Mai
Jim Wilson CZ
Wayne Boyer Che

CMC Motocross Irwindale Rcwy. Irwindale, Calif. Sept. 20, 1974 by A. Shepherd

MINI EX
Bill Fancher Hon
Joe Tucci Hon
Mark Leos Hon
MINI JR DIV I
Harry Wouters Hon
Gary Tafoya Suz
John Koogle Hon
MINI JR DIV II
John Burrows Hon
Bob Hadley Hon
Barry Knight Hon
100 JR DIV I
Steve Nestle Hod
Keven Coyle Yam
Scott Stringer Suz
100 JR DIV II
Rick Zamora Yam
Dan Brockman Suz
Jim Alexander Yam
125 JR DIV I
Glen Hammond Hon
Dave Fox Hon
Morris Mena Suz
125 JR DIV II
Guy Denton Hon
Bruce Ashmore Hon
Frank Inman Hon
125 JR DIV III
Steve Haase C-A
Don Huizing Hus
Dan Atencio Hon
250 JR DIV I
Tim Silva Hon
John Wood Hon
Gary Bartlett Hon
250 JR DIV II
George Snyder Suz
Rex Roberts Hon
Dean Jocic CZ
500 JR
Ross Thompston Hus
Brian Armstrong Mai
Frank Serjeant Hus
125 INT
Rob Zamora Hon
Steve Cross Hon
Rob Roper Hon
250 INT
John Estes Mai
Tom Cox CZ
Dan Welsh Yam
500 INT
Morgan Malocco Yam
Duane Dier Mai
Randy Kellogg Yam
125 PRO
Mike Bell Hon
Dave Eropkin Hon
Don Bongiorno Hon
250 PRO
Jeff Vidic Mai
Dave Pessy Oss
Ray Lopez Bul
500 PRO
Curtis Lessel Mai
Dan Barnes CZ
Gene Martin Mai

Kevin Hasten hastened his way to third overall.

Steven Penn and . . .

. . . Marty Brown were the first Novices to the bomb.

Cordis Brooks won overall. Experience helps.

PHOTOS BY TERRY REZEK/SYNERGRAPHICS

Shamrocks D-37 Hare and Hound:

Dwayne Carter wins Open Amateur on an XL350!

By Jim Stewart

FOUR CORNERS, CAL., SEPT. 29

After last weeks' killer course, the Shamrocks treated the riders this weekend with a good fast, challenging run. At first the course looked to be ISDT type, but after a few miles it changed into a good old fast desert race. There was just enough rough stuff to spread the riders out at the first part of the course when they were still fresh.

The banner dropped at nine sharp, and at the bomb it was Benny Padilla (Yam) with the lead, followed closely by Cordis Brooks and Bill Becker (who was trying out the open class for the first time aboard a new mono-Yamaha). After the bomb, Padilla started taking numerous unplanned stops to kiss a few of the rocks strategically placed on the course. Cordis Brooks took over the lead, and coming into the pits it was Cordis first, with Amateur Dan Dawson on his newly acquired Husky, in hot pursuit. Rimrunner Kevin Hasten was next, followed closely by his desert buddy Benny Padilla. Then came Bob Balentine, Bill Becker, Smokebomb Geatz, and the Division II terror, Dean Modessett.

It looked for awhile that Dawson might try repeating Balentine's early ride this year, winning overall as an Amateur. But when the checkered flag was dropped, Cordis with his years of desert riding was the victor. Dawson found out he wasn't quite ready for the overall win yet, but still picked up fifth overall, and of course first overall Amateur, first 250.

One of the riders who passed Dawson on the second loop was Kevin Hasten. Kevin has only been an expert since the last part of 73, and since he began riding his CMC sponsored CZ this year, he has picked up several overall wins in the desert, as well as second overalls like this one. Hasten was also the first heavyweight rider to receive a finisher pin.

Bob Balentine has only been an expert a matter of months, and already has a few overall wins under his kidney belt. This weekend he was third overall, second Open Expert. Benny Padilla, since getting back on a Yamaha, has been finishing consistently high; this weekend fourth overall, second 250 Expert.

Robert Wadlow finished fifteenth overall this weekend, and this would normally be good enough for first Amateur, but with Dawson in the same class you are in, sometimes it is only good for second 250 Amateur. Tom Ralp has also been giving Wadlow a bad time lately, last week beating him, this weekend finishing right behind him at sixteenth overall, third 250 Amateur. And following Ralp, was another Amateur burserko, Dwayne Carter, who rides a completely stock street legal 350 Honda four-stroke heavyweight. He motored around to finish seventeenth overall, first Open Amateur. Mike Powers, who has also won overall Amateur, several times, not only on a 400, but on a 250, this weekend picked up his next to last transfer, with a second Open Amateur.

Gary Conner took the top honors in the 175 class this weekend. Instead of Modessett being first and Kirker second, it was Conner first and Tim Bowman second. The third 175 to reach the finish was piloted by an Amateur, Mark Zimmerman, who rides an old Yamaha CT-1, and who was blowing all of the Novices off at the first of the year, no matter what the size of their sleds. He's now doing the same to the other 175 Amateurs. Jeff Kaplan and his sidekick Robbie Parma, both of the Sand Sailors MC, were the next 175's to finish in this class.

In the 100 class, it was Larry Roeseler, returning from a bad crash of not so long ago, to take first ahead of another Harley mounted rider, Bruce Ogilive, who also ate it just lately. The third and fourth trail riders were Amateurs R. Young and J. Haas. Following them was the third Trail Expert, Dean Martin. *(Dean Martin? – Editor)*

Tom Kelly rode his 175 Yamaha even faster than WFO, to take first overall Novice on a Division II bike, with a comfortable lead. The next Novice, and first 250, was Jack Halterman, followed by the return of the dinosaur rider, Lark Wight on a 650 Trackmaster Triumph, who scared off the rest of the Open Novices for first. Maybe Wight and Carter, who was first Open Amateur on another four stroke, know something we don't, about eliminating some weight of those sleds. Or maybe they just know the secret of throttle response, wide open.

Point hungry riders, remember there *will* be a District race next weekend. CRC picked up Capistrano's cancelled date of October 6. This means no rest before the Check Chase. ●

Results in the Results Section.

Golden Gate Mile

Continued from page 25

his engine waiting for the flag, his Discojet ejected. He would have been disqualified even if he had made the Main without one muffler, so he took off his helmet and walked away. "They (Discojet) gave me two and I used up three."

The second semi's first lap found a two-stroke leading (Brelsford on the Kawasaki) and a two-stroke last (John Sperry on a Suzuki 500). Watching the wailing stroker leaving the pack of four-strokes down the straight in front of the grandstand with a wide margin during early stages of the race was a treat, with Sperry's Suzuki playing caboose. It didn't last, though, as John Gennai (H-D) got by. Both Gennai and Brelsford made the Main.

The Trophy Final for riders who failed to qualify for the Main had to be restarted when, on the second lap, Tom Cummings got off gently in a long, long slide on the north turns. Ron Davies (Tri) was behind, and had to pick between risking hitting Cummings or his bike. He chose the bike, with disastrous results, not as bad as perhaps the other choice would have produced, but bad. Bob Sanders threw his down to avoid the trouble, but made the restart.

Tom White (H-D) led the restart wire-to-wire, holding back Keeter's charges while Paul Bostrum (H-D) battled his way into third.

Finally, after an extra long session of the van boys driving around in an erratic parade dodging each other and the drag trucks, it was time for the National, shortened at the very last minute to 15 laps, from 25. Hocking was a little disturbed at the time. "It really surprised me when they did shorten the race . . . when I got on the starting line is when I found out. I was looking for the 25 laps so if I was back a ways it would give me time to work up." On the grid every earned spot except one, (Lawwill's) was occupied.

Into the first turn, the second turn, the third turn, and the fourth turn with a muted roar the pack slid, but the leader didn't wear yellow and his bike didn't bear Number One. John Hateley put his Yamaha in front right at the first wave of the green flag and hung on ahead of Roberts, Hocking, and Palmgren, masking his flight with a shower of sand. Tear-offs floated above the dirt and dust haze marking the center of the group as riders desperately tried to see where the hell they were going. Clear plastic glistening in the slowly setting sun gently sailed to earth at the north end of the front straight as the bikes were already crossing the start line.

Rick Hocking was all smiles after his first National win. He won the Friday before at Ascot, too.

Lap two belonged to Rick Hocking. Hateley was all by himself coasting down the back straight when Hocking slid onto the front with the pack of muffled hounds baying at his heels. Hateley's condenser bracket cracked, then broke in rapid sequence, ending the condenser ground and the engine's sparking abilities at the same instant.

Roberts was in second. He kept ripping at tear offs and the small wind screen fitted on his handlebars. "I tried to rip that damn thing off . . . they kept blastin' me, I couldn't see nothin', out of the far turn. All I could see was nothin', you know, and I kept it sideways, kept thinking 'S--t, I'm gonna hit the wall'. . . When that wet sand hits you, you can't see a thing. Slows you down ten miles an hour, soon as it hits you."

Lap three Roberts took over, Hocking second, Corky Keener third, Palmgren fourth, and Gary Scott fifth in a wad of racers. The same lap, Brelsford came silently out of the north turns with a dead engine. One of three throttle slides had stuck WFO in turns three and four. "I almost took out everybody down there — it unstuck, but . . ."

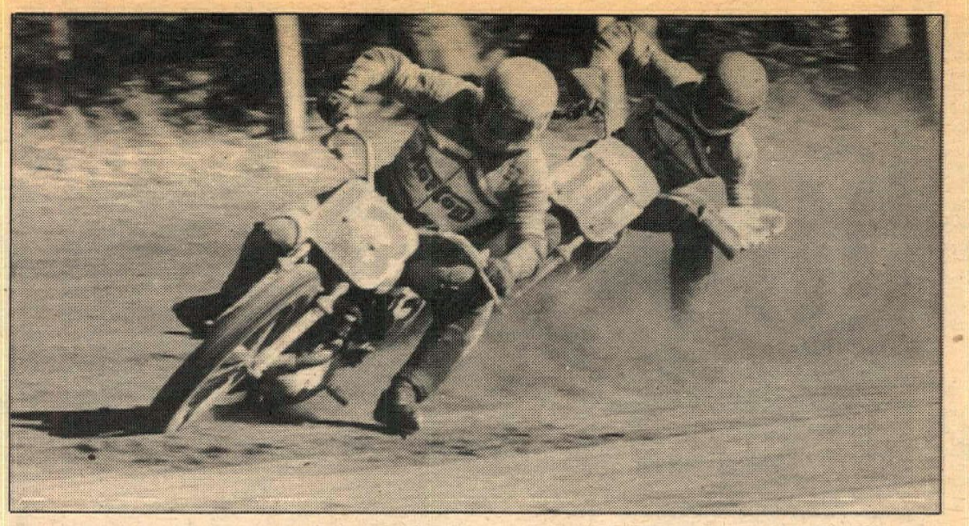
Roberts still came around in front on the fourth lap, but Keener had second now, and Hocking was sandwiched in between Keener and Palmgren in a very tight slide by slide dice for second through fourth. Keener pushed past Roberts into the front spot on lap five as Rex Beauchamp, up from a poor start, and John Gennai zapped Palmgren. Then it was Hocking's turn to put it to the champ. "On the north turn I couldn't see at all — I don't think anybody could see — the sun was right in our eyes. I kept veering to the left, and kept hoping I didn't run into the fence, until I could wipe my shield." Roberts again.

It was Keener's turn to dice with Hocking again, only this time on lap seven, and for first instead of second. Gary Scott, running seventh, clipped a pole in the cloud of dirt on the outside of turn two going onto the back straight, knocking off an air cleaner and breaking ankle and foot bones. He gripped the bars with sheer determination to coast around to the service apron bordering the last turn, stopped, slumped over the bike in pain, and collapsed onto the ground when someone took the motorcycle. It really wasn't his type of racetrack . . .

Hocking meanwhile, not following any strategy (he later told the press), rode high, rode low, rode wherever he could, trying to play it cool and trying to pass at the same time. He passed.

The lead was Hocking's from then on, and Keener faded towards fourth. Roberts was having problems with ignition misfire because the bike's battery was shaking apart from the constant pounding. When Keener slowed, Roberts nabbed second into Hocking's dirt spray, and Beauchamp slid into third. Roberts lost one more place before the finish.

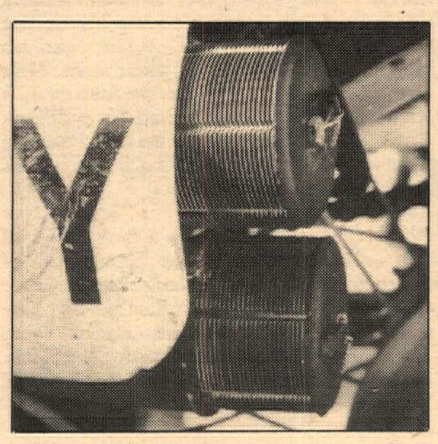
The track didn't look too swell after it was over, but Roberts ventured the opinion that it wouldn't have gotten any worse, so they just as well could have run the race 100 laps for all the difference it would have made. But Hocking's opinion? "It worked out just right. They could have taken a couple more laps off and it would have been alright." ●

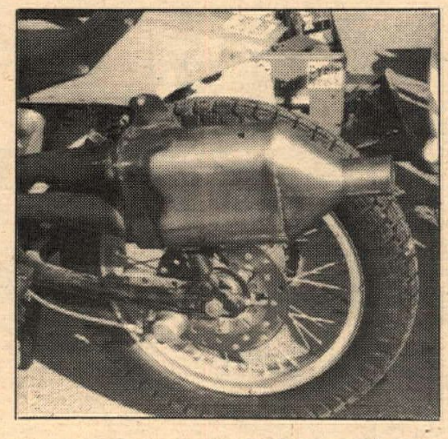


Dave Aldana (Tri 13) and Rob Morrison (Nor 10) got into a wheel-to-wheel number in the first semi, with Aldana still recovering from a broken pelvis, winning going away.

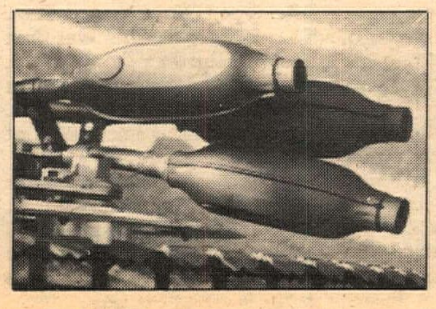
Ken Roberts said he wasn't going to go 100% on the rough track, then went out and won his heat.

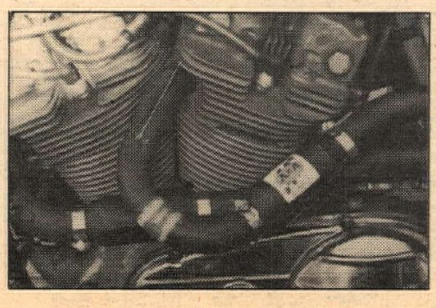
John Hateley (Yam 98) and Hank Scott (H-D 20) did the race-long battle number in their heat.





The new problem of staying under the maximum dbA limit was dealt with in a variety of ways. Most used Discojet units (upper left), but others sought other solutions. Team H-D built their own massive mufflers (upper right), Scott Brelsford's Kawasaki entered with the only Trapp mufflers — which Discojet also makes — (lower left), and some used small mufflers built into the header pipes (lower right). These weren't the only ones seen .





Results

Heat One: 1. Rex Beauchamp (H-D); 2. Doug Sehl (H-D); 3. Frank Gillespie (Yam); 4. Mert Lawwill (H-D); 5. DeWayne Keeter (Yam); 6. Tom Cumming (H-D); 7. Rob Morrison (Nor); 8. Charles Thielke (Tri); 9. Gil Reed (Tri); 10. Terry Dorsch (Yam).

Heat Two: 1. Ken Roberts (Yam); 2. Chuck Palmgren (Yam); 3. Randy Scott (Yam); 4. Gene Romero (Yam); 5. Dave Aldana (Tri); 6. Paul Bostrom (H-D); 7. Mike Renslow (H-D); 8. Don Castro (Yam); 9. Lawrence Gino (H-D); 10. Terrance Sage (Tri).

Heat Three: 1. John Hateley (H-D); 2. Hank Scott (H-D); 3. Jim Rice (H-D); 4. Ed Wirth (H-D); 5. Scott Brelsford (Kaw); 6. Bob Sanders (Yam); 7. Ron Moore (Tri); 8. Jon Ogilvie (H-D); 9. John Sperry (Suz).

Heat Four: 1. Gary Scott (H-D); 2. Rick Hocking (Yam); 3. Danny Hockie (Yam); 4. Corky Keener (H-D); 5. Dave Hansen (Yam); 6. Tom White (H-D); 7. Ron Davies (Tri); 8. Brian LaPlante (Yam); 9. John Gennai (H-D); 10. Ron Powell (Tri).

Semi One: 1. Dave Aldana (Tri); 2. Rob Morrison (Nor); 3. Tom Cummings (H-D); 4. Paul Bostrom (H-D); 5. DeWayne Keeter (Yam); 6. Mike Renslow (H-D); 7. Ike Reed (Tri); 8. Charles Thielke (Tri).

Semi Two: 1. John Gennai (H-D); 2. Scott Brelsford (Kaw); 3. Tom White (H-D); 4. Dave Hansen (Yam); 5. Bob Sanders (Yam); 6. Ron Moore (Tri); 7. Jon Ogilvie (H-D); 8. Ron Davies (Tri); 9. John Sperry (Suz).

Trophy Final: 1. Tom White (H-D); 2. DeWayne Keeter (Yam); 3. Mike Renslow (H-D); 4. Terry Sage (Tri); 5. Bob Sanders (Yam); 6. Jon Ogilvie (H-D); 7. Ike Reed (Tri); 8. Charles Thielke (Tri); 9. Paul Bostrom (H-D); 10. Ron Moore (Tri); John Sperry (Suz).

National: 1. Rick Hocking (Yam); 2. Rex Beauchamp (H-D); 3. Ken Roberts (Yam); 4. Corky Keener (H-D); 5. Chuck Palmgren (Yam); 6. John Gennai (H-D); 7. Rob Morrison (Nor); 8. Danny Hockie (Yam); 9. Doug Sehl (H-D); 10. Jim Rice (H-D); 11. Gene Romero (Yam); 12. Dave Aldana (Tri); 13. Randy Scott (Yam) DNF; 14. Gary Scott (H-D) DNF; 15. Frank Gillespie (Yam) DNF; 16. Ed Wirth (H-D) DNF; 17. Scott Brelsford (Kaw) DNF; 18. John Hateley (H-D) DNF; 19. Hank Scott (H-D) DNF; 20. Mert Lawwill (H-D) DNS.

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info: 714-688-1291

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Oct. 27 — Indian Dunes
info: 213-830-7519

Cycle News is a DIRT-y name.

Carlsbad Team Motocross
October 20
Two riders ride one or two bikes.
Each class rides two hours.
No membership required.
$5 Sportsman, $10 Experts, $3 Gate
Cash to pros — 30% trophies.
9:30 AM 0 — 200cc
1:00 PM 250cc — Open
714-689-6114

DRA Desert Racing Assoc. Presents
California City Grand Prix-74
(the last of the real Grands Prix)
$2000 cash & contingencies
Enter at race.
600 Entries are still open.
Available at sign-in.
Info: 714-373-4647

October 6
District 37 Hare Scrambles
Limed from Red Mountain
714-688-1291
Trail bikes all the way
10 AM Start

Valley Cycle Park
Motocross & TT Scrambles
Every Sunday
Fillmore Fwy & Tierra Rejada Road
Moorpark, CA (805) 529-9546

CRC
Friday Night Motocross at Indian Dunes
Trophies to Sportsman. Cash to Pros.
714-689-6114 805-259-8000

AMC Race Schedule
Oct. 6 — Carlsbad
Oct. 13 — Saddleback
Oct. 20 — Rawhide
Oct. 27 — Saddleback
Info: 714-532-3923

Share the ride.
Get in on
Route Check.

REGULARLY SCHEDULED EVENTS

This section is now a free calendar service. To list your regularly-scheduled event, use the Free Calendar Listing blank on these pages, fill it in completely and be sure to earmark it for "Regularly Scheduled Events." Your event will automatically appear in this section every week until cancelled. Listings and cancellations should be addressed to the Calendar Editor.

"On Any Sunday"

MOTOCROSS
Valley Cycle Park, Hwy 23 & Tierra Rejada Rd., So. of Moorpark, CA. All classes, sil. rqd. See indiv. date for details. 805/529-9546.

TT SCRAMBLES
Valley Cycle Pk., Hwy. 23 & Tierra Rejada Rd., So. of Moorpark, CA. No cards rqd., all classes. Must have sil. & number plts. Ex. p.b. Prac. 9 a.m., race 10. 805/529-9546.

MOTOCROSS
Rawhide Park, Elsinore, CA. All classes. 714/689-0871. See also indiv. date listing.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. San Diego Fwy El Toro exit, E. 13 mi. First day thru Open classes, memb. rqd. Open 7 a.m., race 9. 714/586-7964.

MOTOCROSS
De Anza Park, E. of Riverside, CA on Hwy 60, Theodore exit. Sign 7:30 a.m., race 9. $5 all classes. 714/653-2633 or 735-1301.

1st & 3rd Sunday

STREET RIDE
From Triumph Suzuki of Pomona, CA on Holt Ave. btw. Towne Ave. & Indian Hill Blvd. Sunday rides to anywhere, any freeway legal m/c welcome. 714/623-4431.

Third Sunday

HRA TT & HALF-MILE
395 Cycle Park, Adelanto, CA. 25% same day brass. Free camping. Under 12 free gate. Sil. rqd. for 2 strokes. 714/246-6109.

Fourth Sunday

BENEFIT MX
395 Cycle Park, Adelanto, CA. Proceeds to Adelanto Fire Dept. 100% finisher brass. Sil. rqd. Sign 7 a.m., race 9. 714/244-4116 or 246-6109.

Every Tuesday

OPEN MX PRACTICE
Saddleback's Rcwy. at OCIR, Irvine, CA. $2 per bike. Open 10 a.m., close 5 p.m. 714/559-0581.

Every Wednesday

R.A.C.E. SHORT TRACK & TT
Corona Rcwy., Corona, CA off Hwy 91. Entry $5 one event, $7 two. 7:30 p.m. start. 714/735-1705.

Every Thursday

CLASS A SPEEDWAY
Irwindale Rcwy., Irwindale, CA. Spectators $3/$2/$1 Adults/Juniors/Kids. Under 8 free. Program begins 8 p.m.

HS MX
OCIR MX circuit, Irvine, CA off I-5. Open to any HS student with Stud. Body card. Qualifiers for Trans-AMA final. Open 5 p.m., race 7. 714/559-0580.

R.A.C.E. MX
Corona Rcwy., Corona, CA off Hwy. 91. 30% brass, 100% Ex. p.b. 1.7 mi. course. 7:30 p.m. start. 714/735-1705.

NMA NIGHT MINI MX
Indian Dunes, Valencia, CA. Sign 6:30 p.m.

D-36 NIGHT SHORT TRACK
Fremont Rcwy., Durham Rd. off Nimitz Fwy., Fremont, CA. Class C trac., sil. rqd. All classes, open 4 p.m., race 6:30. 415/327-4461.

Every Saturday

S.A.M. MX
Saddleback Pk., Orange, CA. No memb., no mil entry. $6 post. Ex. 2 x 40 min. motos, others 3 x 20 min. 100% Ex. p.b. Open 7 a.m. 714/979-9233.

MOTOCROSS
Tide Creek, 7 mi. No. of St. Helens, WA. Hwy 30. Prac. 1 p.m., race 2. 397-4490.

OPEN PRACTICE
MX & Spdwy., Saddleback's Rcwy., OCIR, Irvine, CA. Also Stu Morley Spdwy. sch. Open 10 a.m., close 5 p.m. 714/559-0581.

CMC NIGHT MX
Woodburn Dragstrip, 1½ mi. W. of Woodburn, OR. I-5 exit. 100% Ex. p.b. Open 5 p.m., race 7. 503/654-1369 or 982-4461.

TT SCRAMBLES
Perris Rcwy., Perris, CA. Must be over 18 with ID or have notary card on file. Sign 6:30 p.m., prac. 7:30. 714/657-3678.

D-31 NIGHT MX
Arizona Desert Rcwy., 9 mi. W. of Avondale, AZ on Hwy 80 to Airport Rd. $500 Ex. purse, 1½ mi. lap. Prac. 5:30 p.m., race 7. 602/252-1900.

MOTOCROSS
Rawhide Pk., E. of Elsinore, CA. Hwy 74. No memb. rqd., all classes, 30% Brass. Race $5, watch $2. Sign 11 a.m., race 1 p.m. 714/689-0871.

SRA DIV. 2/3 SPEEDWAY
Indian Dunes, Hwy. 126, Valencia, CA. 8 p.m. start, full D2/3 program. 805/259-8000.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7:30 a.m., prac. 8, race 9:30. Membership rqd. 714/586-7964.

1974 Trans-AMA Motocross Schedule

Oct. 6	Unadilla, New Berlin, NY
Oct. 13	Honda Hills, Linnville, OH
Oct. 20	Road Atlanta, Gainesville, GA
Oct. 27	Sports Stadium, Orlando, FL
Nov. 3	(Track TBA) St. Louis, MO
Nov. 10	Lake Whitney, Whitney, TX
Nov. 17	Puyallup Rcwy., Puyallup, WA
Nov. 24	Carnegie Pk., Livermore, CA
Dec. 1	Saddleback, Orange, CA

All races 500cc Int'l. Class, 250cc Support Class
AMA/FIM Sanction
Entry $12 Pre/$25 Post

Every Friday

CLASS A SPEEDWAY
Orange County Fgds. Costa Mesa, CA. Open 6:30 p.m., race 8:15.

R.A.C.E. NIGHT MX
Corona Rcwy., Corona, CA off Hwy 91 to Pierce or Magnolia. Beg., Nov., Int., Ex., Minis & Very Virile Vets. 30% brass, 100% Ex. p.b. Open 6 p.m., race 7. 714/689-1913.

AMC NIGHT MX
Orange Cnty. Int'l. Rcwy., Irvine, CA. 200% Pro p.b., 30% brass. Entry $5, all cl., non-memb. $2 extra. $3000 rider med. cov. Open 5 p.m., race 7:30. 714/532-3923.

SIDEHACK MX
OCIR, Irvine, CA off I-5. Entry $5, $2 gate. Open 5:30 p.m., race 7:30. 714/559-0580.

D-36 SCRAMBLES
Vallejo Spdwy., Vallejo, CA. Class C tract., sil. rqd. Over 92 db, no ride. Sign 5 p.m., race 6:30. All classes & minis. 707/644-0741.

CRC NITE MX
Indian Dunes, Valencia, CA. Int'l. Course, 8 p.m. start. 805/259-8000.

CMC NIGHT MX
Irwindale Rcwy., Irwindale, CA. Entry $5, 200% pro p.b. Open 4:30 p.m., race 7:30. CMC lic. rqd., $3,000 med. cov. 213/334-4949 or 714/557-3323.

D-36 INDOOR SHORT TRACK
San Jose Fgds., San Jose, CA. All Sptsm. classes & minis. $3 ride or watch, kids 6-12 $1. Sil. & kill butt. rqd. Rider ins. 50 cents ex. Open 4 p.m., prac. 5, race 6:30. Hi point series. 415/327-4461.

D-36 SEMI PRO NIGHT MX
Live Oak Rcwy., Live Oak, CA. 9 mi. No. of Yuba Caty on Hwy 99, W. on Pennington Rd., 2 blks. & No. of track. Lim. entry, Sil. & spark arr. rqd. Entries to 541 Main St., Yuba City, CA 95991. Sign 4 p.m., race 6:30. 916/673-1090 or 673-7767. Runs Sat. nights thru Oct. 26.

TT SCRAMBLES
Elsinore Rcwy., Elsinore, CA. Hwy 71 & Lugona Ay. Ride/Watch $3/$1.50. Sil. Rqd. Camp free & prac. Sunday $1.50, sign 6 p.m., race 8. 714/826-2386 or 674-3658.

MOTOCROSS
De Anza Park, E. of Riverside, CA on Hwy 60, Theodore exit. Sign 7:30 a.m., race 9. $5 all classes. 714/653-2633 or 735-1301.

MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Two 25 min. Ex. motos, 30 minute practices. Open 7:30 a.m., Tech. insp. & racing begins 9:30 a.m. Rolf Tibblin MX Club. 714/724-8091.

CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

Biggies & Schedules

1974 AMA National Championships

10/6 RR	Ontario, CA
10/12 HM	Gardena, CA

1974 AMA National Enduros

10/6	Black Coal Evansburg, IN
10/13	100 Mi. Central Village, CT
10/27	Cotton Boll Amarillo, TX
11/3	125 Mi. Chckpt. MC Whittier, CA
11/10	125 Mi. Cadiz, KY
11/17	125 Mi. Tulsa, OK
11/24	125 Mi. Perry Mtn. Maplesville, AL
12/1	Steel Helmet Potosi, MO

AMA National Trials Championship

10/20	Colo., R.M.T.A.
10/26	Kansas, A.V.T.A.
10/27	Okla., N.O.T.A.

1974 Y-AMA Mini National Championship

11/28-29 MX Phoenix, AZ

1974 Moto-AMA Sidecar MX Series

10/6	Ravenna, OH
10/13	Whitney, TX
10/20	Moorpark, CA
10/27	McCleary, WA
11/3	Livermore, CA
11/10	Phoenix, AZ

AFM Road Race Provision Schedule

10/13	Sears Point
10/20	Riverside
11/9-10 or 11/16-17	Ontario (2 day mtg.)
12/8	Riverside

PNTA Trials Schedule

10/6	Reg. 3 Bellingham, WA
10/6	SWAT Larch Mt., WA
10/13	Reg. 3 Open
10/20	Reg. 1 Henry Koepke Memorial Trial
10/27	Reg. 2 Local
11/10	Reg. 3 Open
11/17	SWAT Larch Mt., WA
12/8	Reg. 3 Open

Info: 503/656-4707, 636-6759, 649-4034

1974/75 Arizona Trials Schedule

10/6	CAT, Phoenix
10/27	SATA, Tucson
11/3	CAT, Phoenix
11/17	CAT, Phoenix
11/24	SATA, Tucson
12/8	CAT, Phoenix
1/5	CAT, Phoenix
1/19	CAT, Phoenix
1/26	SATA, Tucson
2/2	CAT, Phoenix
2/16	CAT, Phoenix
2/23	SATA, Tucson
3/2	CAT, Phoenix
3/16	CAT, Phoenix
4/6	CAT, Phoenix
4/27	SATA, Tucson
5/4	CAT, Phoenix
5/25-26	SATA, Tucson

CAT = Central Arizona Trials.
SATA = Southern Arizona Trials, Assn.
Info: 602/988-1489.

SoCal Custom Motorcycle & Car Shows, 1974-75 Season

11/22-24	Long Bch. Arena
1974	Long Beach, CA
1/17-19	Kern Cnty Fgds.
1975	Bakersfield, CA
1/21-2/2	Orange Show
1975	S. Bernardino, CA

1975 URA Enduro Schedule

1/12	Frosty Cactus
3/16	Lame Puppy
5/11	Funduro
9/28	Little Tuffy
10/26	Good Time

URA Info: 213/787-5208

October 5-6

AMA NATIONAL ROAD RACE CHAMPION MC CLASSICS
Ontario Int'l. Spdwy., Ontario, CA. Nov/Jr/Ex. Sign 5-8 p.m. Thur., Reg. & Prac. Fri. Qualifiers, Nov., Ltwt/Hvywt. Prod. races Sat., Jr. 50 mi. & Nat'l. 2 x 100 mi. Sun. Nat'l. purse $32,000, Prod. race purse $1200.

OKTOBERFEST
Annual BMW Rally, San Diego, CA. Guided tours, field events, dinner party & trip to Mexico. Donation: Mail $6/Post $7. Mail deadling Oct. 1. Beth Baker, San Diego BMW Club. 4642 Mt. La Platta Dr., San Diego, CA 92117. 714/284-4620 or 277-1781.

DRA CALIFORNIA CITY GP
California City, CA. Memb. not req'd, but send copy of current classif. card or ride Pie Plate Ex. Dual DRA points, $1,000 cash, 20% brass. Course desert, trail, asphalt. Sat. Oct. 5, all Beg-PP-min-3 wh. 60 mi. Sun. Oct. 6, Nov. 80 mi., Am-Ex. 100 mi. Lim. 350 riders per race. Entry $12 DRA/$14 non/memb. 2 SASE to P.O. Box 2605, California City, CA 93505. 714/373-4647.

Saturday, Oct. 5

D-36 SHORT TRACK
Stanislaus Cnty. Fgds., Turlock, CA. All classes & minis. Consol. race, time permitting. Sign 4:30 p.m., race 7. 209/634-3202 or 529-1620.

D-36 BEARFOOT ENDURO
Lake Edson, CA. E from Georgetown. Entry $8, $3 ex. for 3-man team. D-36 blank & 2 SASE to Richmond Ramblers MC, P.O. Box 484, Sta. "A", Richmond, CA 94808. Lic. plt. or green stickie, spark arr. rqd. U-check scoring, fin. patches, appr. 90 mi. gas on course. First rider out 8:01 a.m. 916/967-9249.

D-36 EIGHTH MILE SHORT TRACK
Monterey Cnty. Fgds., Monterey, CA. Class C tract., Sil., full leathers rqd. All classes & minis. Hi-point series. Entry $3. Sign 5 p.m., race 8. 408/899-2401 or 394-6276.

NIGHT SHORT TRACK
Indio Fgds., Indio, CA. Hwy 111. Open tract., sptsmn brass, lst 3 pl., 200% Ex. p.b. rider med. cov. Sign 6 p.m., race 8:30. 714/398-0845.

D-36 SEMI PRO SHORT TRACK
Antioch Spdwy., Antioch, CA. Prac. 6:30 p.m., race 8.

HRA BX
395 Cycle Pk., Adelanto, CA. $1.50 ride, $1 watch. Under 12 free gate. Classes by age. Shoes & helmet rqd. Sign 9-10 a.m. 714/246-6109.

Sunday, October 6

TRANS-AMA MX
Unadilla, New Berlin, N.Y. 500cc Int'l, 250cc Support. $19,600 posted.

MOTO-AMA SIDECAR MX
Ohio Int'l. Rcwy., Ravenna, OH. OIR Assoc., 422 W. Main St., Ravenna, OH 44266. 216/297-0090.

C.T.A. TRIALS & SCHOOL
Saddleback Park, Orange, CA. Beginner/Novice classes. Trailbikes OK. Competition after school, 20% brass. Trial $5, School $1.50. Sign 8:30 a.m., school 9:30, trial after. 714/832-2770 after 5.

D-37 CAL STATE 100 ENDURO
Limed from Lucerne, CA on Camp Rock Rd. Lim. entry 400 riders. $8.50 & 2 SASE Double Crossers MC, 1133 Sierra Ave., Santa Ana, CA 92707. D-37 blanks only. Dwg. Sept. 30, 8 p.m., Lord Henry's, Los Alamitos. Key time 8 a.m., 4 riders/minute. Team entries & further info call 714/557-0754.

MSMRA MX
Malmstrom AFB, Great Falls, Mont. Montana Championship points race, Novice brass, guar. Ex. purse $500. Sign 8 a.m., race 11. 406/452-3220.

MINIS TT & FT TROPHY DASH
Atlantic Pk., Garden Grove, CA. Fwy 22 Magnolia exit, So. to Westminster. Sign 9:30 a.m., race 10:30. 714/842-9778.

AME MX
Valley Cycle Pk., Hwy. 23 & Tierra Rejada Rd., So. of Moorpark, CA. Sil. & 3 plts. rqd. Ex. p.b. Open 7 a.m., prac. 8, race 9. 213/675-1922 or 805/529-9546.

ATA/SDTR TRIALS
Four Corners MC Park, Barona Indian Reservation, CA. Limed from 11 St. So. of Ramona, CA. Northeast San Diego Cnty. Entry $5, Free camping. Sign 8 a.m., ride 10. 714/442-3553.

PONDEROSA HARE SCRAMBLES
Ponderosa, 15 mi. E. of Lancaster, CA on Ave. J. 40% belt buckle trophies, 3 x 8 mi. loops. Fin. pins. Free camping. 10 a.m. start. 213/360-9287 or 324-4747.

D-36 SCRAMBLES
Pioneer Arena, 9600 Pioneer Ave. btw. Oakdale, CA. & Escalon. All classes & minis. Open tract. Sil. rqd. Entry $2.50 incl. ins. Sign 7:30 a.m., prac. 9, race Noon. Runs rain or shine. 209/869-1457.

MOTOCROSS
Sage Park, Hwy. 395 btw. Ridgecrest & Red Mtn., CA. Entry $5. Free primitive camping. 9 a.m. start. 714/377-4619.

CMC MX
Sunnyvale PAL track, Caribbean Wy., off Hwy 237, Sunnyvale, CA. Entry post only, Ex. $13, others $7. Expert cash. Open 7 a.m., race 9. 408/732-1197, 739-1807, or 245-4127 after 5.

BCA MOTOCROSS
Indian Dunes, Valencia, CA. Hwy 126. Shadow Glen circuit. $500 Ex. purse, 30% Jr. brass. Entry post only, $15/$8. Sign 7 a.m., race 9:30. 805/259-8000.

AMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. World Championship course. Pros $10, 100% p.b., others $8, 30% brass. Cash & trophy awards to hi pointers in class for 2 day series. Wall plaques for finishers in both races. $3000 rider med. cov. 714/532-3923.

CRC MOTOCROSS
Rawhide Park. 714/688-1291.

D-37 HARE SCRAMBLES
Limed from Red Mtn., CA. Trailbikes all way. 10 a.m. start. CRC 714/688-1291.

CMC MX
Saddleback Park, Irvine, CA. Open 6:30 a.m., first race 9 a.m. Memb. rqd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA 92626.

BENEFIT POKER RUN
Proceeds to the blind. Raffle, entertainment, beer, camping. First prize Honda 750. Sign 7 a.m., to 10 a.m. at Suzuki Sports Center, Saviers Rd., Oxnard, CA. SCMA sanc. One Big Family MC, 805/488-2619.

D-37 TT SCRAMBLES
Valley Cycle Pk., Hwy. 23 & Tierra Rejada Rd. So. of Moorpark, CA. 5/8 mi. course. All classes, O.T.s & hacks welcome. Silencers mandatory. Sorry, no camping. Open 7 a.m., race 9. Simi Valley MC, 805/526-6408.

D-36 MOTOCROSS
Sand Hill Ranch, Camino Diablo nr. Livermore, CA. All classes. 100 Ex. p.b., others 30% brass. Sil. rqd., no motors to start before 8 a.m. Open 7:30 a.m., race 9. 415/689-6722 or 634-3328.

MX — MEXICO
Autopista Lopez Mateos, 5 mi. from Mexicali, BC, Mexico on Tijuana Hwy. Novices $3 for same day brass, mini-100-125-250s, $5 for points/prizes. 12 Noon start. 903/762-9317.

D-36 HILLCLIMB
Carnegie Cycle Park, Livermore, CA. Minis included. $4 entry. 11 a.m. start. Campbell MC 408/225-1259.

AME MX
Spillway Park, Santa Maria, CA. Hwy 101 Broadway exit. 100% p.b. 805/937-4043 or 925-0940.

D-37 ENDURO
Limed from Lucerne, CA. Entries $8.50 to Double Crossers MC, 1133 Sierra Ave., Santa Ana, CA. 92707. Closes Sept. 30. 714/557-0754.

D-36 MOTOCROSS
T-Car Spdwy., Carson City, Nv. Behind Stewart Indian School. All classes, blue plates ride free. Camping OK, plenty gas. Open 7 a.m., race 9. 702/882-5030.

D-36 SPTSMN. HALF-MILE
Orland Fgds., Orland, CA. Champ. series final. Nov/Jr/Ex plus minis. Ride $3, ins. $1. Rain date Oct. 13. Open 7 a.m., prac. 10. Aragon MC 415/892-5350.

Friday, Oct. 11

GOLDEN WEST INVITATIONAL AMA NOV/JR HALF-MILE
Ascot, 18300 Vermont, Gardena, CA. Top AMA Novices & Jrs. nationwide, by invitation. Plus Ex. TT. 8 p.m. start. 213/321-1610 or 323-9710.

October 12-13

CMC ROAD RACE SILVER NUGGET GP
Las Vegas Speedrome, No. Las Vegas, Nv. 2 mi. No. of Nellis AFB, Las Vegas Blvd. All classes, GP, Prod., Cafe. $10 Pre-entry, CMC 3407 W. Olive, Burbank, CA. 91505. Prac. Sat. Noon — 5 p.m., race Sunday Noon. 213/842-7433.

Saturday, Oct. 12

AMA NAT'L. HALF-MILE NIGHT
Ascot, 18300 Vermont, Gardena, CA. $14,000 purse plus lap money. 8 p.m. start. 213/321-1610 or 323-9710.

INDOOR SHORT TRACK
Benton Cnty. Fgds., Corvallis, OR. Classes to 360cc & minis. Sil. rqd., 3 plts., covered pegs. No knobbies. Sign 6:30 p.m., race 8. 503/753-0923 or 926-1126.

D-36 SHORT TRACK
Stanislaus Cnty. Fgds., Turlock, CA. All classes & minis. Consol. race, time permitting. Sign 4:30 p.m., race 7. 209/634-3202 or 529-1620.

D-37 HARE & HOUND
Check Chase — River Run, 150 mi. limed from 29 Palms, finish Parker, AZ. Lim. entry. $10 & 2 SASE to Checker MC, c/o Terrycable, P.O. Box 1321, Hesperia, CA 92345. 714/244-3139.

D-36 EIGHTH MILE SHORT TRACK
Monterey Cnty. Fgds., Monterey, CA. Class C tract., Sil., full leathers rqd. All classes & minis. Hi-point series. Entry $3. Sign 5 p.m., race 8. 408/899-2401 or

Sunday, Oct. 13

TRANS-AMA MX
Honda Hills, Linnville, OH. 500cc Int'l., 250cc Support class. $19,300 posted.

MOTO-AMA SIDECAR MX
Lake Whitney Cycle Ranch, Whitney, TX. P.O. Box 786, Whitney, TX 76692. 817/694-2901.

MDRA SILVER DOLLAR TEAM SCRAMBLES
Ponderosa, Ave. J to 143rd E., Lancaster, CA. 2 bikes, 2 riders, 30% brass, 80 mi. fin. pins. Free camping. $15 per team. Minis solo 40 mi. $7. start 8:30 a.m. 805/944-3344.

POKER RUN Lodi, CA.
CANCELLED

MARATHON
2 man, 2 hour, Fremont Rcwy., Fremont, CA. Ride $6/team, watch $1.50. Nov. scored sep. from Ex. 25% brass. Open 8:30 a.m., first race 9:30. 415/327-4461.

AFM ROAD RACE
Sears Point Rcwy., Hwys. 37 & 121, Sonoma Cnty., CA. All classes, Prod., GP, sidecar, cafe. Entry pre $12/post $18. Ex. bike $4. Name, addr., ph., AFM & AMA No's., bike(s), class(es), fee to AFM, P.O. Box 705, Brisbane, CA 94005. Open 7:30 a.m., sign 8, prac. 9, race Noon. 415/547-2947.

EDWARDS MX
Cor. Forbes Ave. & Lancaster Blvd., Edwards AFB, Calif. Same day brass, spectators free, $4 entry. Sign 8 a.m., race 10. Desert Wheels MC. 805/258-4025.

D-36 SEMI PRO MOTOCROSS
Live Oak Rcwy., Hwy 99E, 9 mi. No. of Yuba City, CA. W. on Pennington Rd., 3 blocks & No. to track. Sil. & D-36 plates rqd. Entry: Ex. $10/$15 pre/post, 100% p.b., others $5/$7. 54 Main St., Yuba City, CA 95991. Open 7 a.m., race 9:30. Yuba Sutter MC, 916/673-1090 or 673-9681.

VAMPIRE RUN
You won't believe it. Special blood donation benefit run, complete with belly-dancers, acrobats, bag-pipers, Chinese dragon. L.A. Chapter Count Dracula Society, Maniacs MC & SRRA Outriders. No put-on, it's real! Maniacs MC, P.O. Box 543, Daly City, CA 94017. 415/755-8697.

D-37 TT
Elsinore Rcwy. Elsinore, CA. Sign 8 a.m., race 9. Sandak 714/870-5220.

AME MOTOCROSS
Indian Dunes Park, Valencia, CA. Sil., memb., 3 plates all rqd. Open 6:30 a.m., prac. 8, race 9. 213/675-1922 M-F 1-6 p.m.

AMC MX
Saddleback Park, Orange, CA. No mail entry, $5/$10 post, non-memb. $2 extra. $3000 rider med. cov. 30% brass same day, 100% Ex. p.b. Open 6:30 a.m., prace. 7:30, race 9. Sil. rqd. 714/532-3923.

NORCAL MINI MX
Marysville, CA. Under "E" St. Bridge. Ages 6-13. No pit riding, no bicycles, all dogs must be on leash. Ride $5, watch $2. Sign 8 a.m., race 11. 916/743-8774 or 674-3597.

ITA TRIALS & SCHOOL
Saddleback Park, Orange, CA. Sign 9 a.m., school 10 a.m., competition 12 noon, or sign up for trials only at 11:30 a.m. $5 trials, $2 school, Box 2313, Orange, CA 92669.

CRC MX
Valley Cycle Pk. 30% trophies, same day. Cash to Pros. No membership required. All classes. Info: 213/830-7519 or 714/688-1291.

CALENDAR

D-36 SHORT TRACK
Sand Hill Ranch, Camino Diablo nr. Livermore, CA. Sil. rqd., no motors to start before 8 a.m. All classes. Open 7:30 a.m., sign 8. 415/689-6722 or 634-3328.

DRAG HILLCLIMB
DeAnza Cycle Pk., E. of Riverside, CA. Hwy 60, Theodore exit. Stock & Modified classes, sil. & kill sw. rqd. Free camping. Sign 7-9 a.m. 714/653-5840 or 653-7979.

D-36 WINTER ENDURO
Deer Crk. Campground, 5 mi. No. of Twain Harte, CA. Family area, cap. 1,000, no charge. Appr. 100 mi., U-check scoring. Green stickie, or lic. plt. rqd., spark arr. rqd. No gas, food or beer avail. at start. Lim. 500 riders, $7, teams $3 ex. Entry with 3 SASE to Sonora Pass MC, P.O. Box 259, Sonora, CA. 95370. Mail entries close & Dwg. Sept. 30. First rider out 8:01 a.m., 5 riders/min. 209/532-7722.

CRC PUCKER BUNNY FAMILY ENDURO
Red Mtn., CA. 2 loops, appr. 70 mi. first loop easy, 2nd loop challenging. 20% brass & pins, minis, puff & C riders under 16 ride 1 loop for 40% brass. Entry $8.50 & 2 SASE to CRC, 6625 Dorinda, Riverside, CA 92503. 714/688-1291.

D-36 SEMI-PRO MOTOCROSS
Santa Cruz Cnty. Fgds., Hecker Pass Rd., Watsonville, CA. All classes, incl. puff, O.T. 100% Ex. p.b. Sign 6:30 a.m., race 9:30. Ridgerunners MC, 408/475-3619.

CMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Open 6:30 a.m., first race 9. Mem. rqd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA 92626.

CMC ROAD RACE
OCIR, Tustin, CA. Santa Ana Fwy. to Sand Cyn. exit. Races for all classes, GP, Prod. & Cafe Racer. Sign 7 a.m., race noon. 213/842-7433.

Saturday, Oct. 19

CERA FOOLS GOLD V ENDURO
Black Oak Camp, 22 mi. E. of Georgetown, CA. Camping avail., moderate difficulty. Lic. plt. or green stickie rqd. Gas check halfway, appr. 50 mi. Lim. 500 riders, dwg. Oct. 4. Entries close Sept. 24. $6 memb./$8 non-memb., teams add $3. 3 legal size (9 x 4) SASE to CERA, P.O. Box 22, Alamo, CA 94507. 415/937-9971.

D-36 COWBELL ENDURO
Lake Pillsbury, CA. Spark arr. rqd., no pull, no hacks. Lim. 750 riders, entry $8, teams $3 ex., with 3 SASE to Hayward MC, 16636 Kent Ave., San Lorenzo, CA 94580. Entries close Oct. 4. Bring own gas, 4-H Club food avail. at start, noon check, finish. First rider out 8:01 a.m. 415/278-5352 or 483-6567.

D-36 INDOOR SHORT TRACK
San Jose Fgds., San Jose, CA. All Sptsm. classes & minis. $3 ride or watch, kids 6-12 $1. Sil. & kill butt. rqd. Rider ins. 50 cents ex. Open 4 p.m., prac. 5, race 6:30. Hi point series. 415/327-4461.

D-36 EIGHTH MILE SHORT TRACK
Monterey Cnty. Fgds., Monterey, CA. Class C tract., Sil., full leathers rqd. All classes & minis. Hi-point series. Entry $3. Sign 5 p.m., race 8. 408/899-2401 or 394-6276.

AMA PRO HALF-MILE
Tulare Fgds., Tulare, CA. $2000 purse. Open 3 p.m., prac. 4, race 8. Tulare Trackmasters, 209/732-9119.

Sunday, Oct. 20

TRANS-AMA MX
Road Atlanta, Gainesville, GA. 500cc Int'l., 250cc Support class. $20,000 posted. Pre-entry deadline Sept. 17.

MOTO-AMA SIDECAR MX
Valley Cycle Park, Moorpark, CA. 1801 Century Pk. West, Los Angeles, CA 90067. 805/529-9540.

NRA GP
Indian Dunes, Hwy 126, Valencia, CA. 45 min. races, 30% brass, Ex. $$$. Open 7 a.m., first race 9. 714/688-1291.

CMC MX
Saddleback Park, Irvine, CA. Open 6:30 a.m., first race 9 a.m. Memb. rqd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA 92626.

AMC MOTOCROSS
Rawhide Pk., Elsinore, CA. memb. entry $5/$10 Jr./Sr. non-mem. $2 ex. Open 7 a.m. 714/532-3923.

CARLSBAD TEAM MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Int'l. course. 2 riders, 1 or 2 bikes. 2 hr. ea. class. 30% brass (2/team) Ex. $$$. 714/689-6114 Days.

AME MX
Valley Cycle Pk., Hwy. 23 & Tierra Rejada Rd., So. of Moorpark, CA. Sil. & 3 plts. rqd. Ex. p.b. Open 7 a.m., prac. 8, race 9. 213/675-1922 or 805/529-9546.

97701. Riders mtg. 9:30 a.m., race 10. Post entry $25. 503/389-3795.

SWAP MEET
Rose Bowl, Pasadena, CA. Seling spaces $5/$10. Reserv. CSH, P.O. Box 400, Dept. 23, Maywood, CA. 90270. Open 9 a.m. — 2 p.m. 213/588-7310.

D-35 MOTOCROSS
Spillway Pk., Santa Maria, CA. Mini to 500/Open. $5 entry incl. ins. Sign 7:30 a.m., race 9. 805/937-4043 or 925-0940.

AFM ROAD RACE
Riverside Rwcy., E. of Riverside, CA. Hwy 60. AMA sanc. AMA classes, Cafe, Prod., GP, sidecar. Plan to run long course. Spectators welcome. Entries $15 solo, $20 sidecar, $5 ex. class. Open 7:30 a.m., new riders sign by 8:30, race Noon. 714/675-2153.

MICHAEL SHANE

CMC MX
Sunnyvale PAL track, Caribbean Wy., off Hwy 237, Sunnyvale, CA. Entry post only, Ex. $13, others $7. Expert cash. Open 7 a.m., race 9. 408/732-1197, 739-1807, or 245-4127 after 5.

D-36 SCRAMBLES
Pioneer Arena, 9600 Pioneer Ave. btw. Oakdale, CA. & Escalon. All classes & minis. Open tract. Sil. rqd. Entry $2.50 incl. ins. Sign 7:30 a.m., prac. 9, race Noon. Runs rain or shine. 209/869-1457.

URA GOOD TIME FAMILY ENDURO
Charlie's Place, limed from Red Mtn., CA. To encourage family riding, no late arr. penalty for any A,B,C rider any check on 1st loop. 2 loops, 25/35 mi. Entry $8.50 2 loops, $6.50 1 loop & 2 SASE to URA, 6600 Gerald Ave., Van Nuys, CA 91406. Teams $1 ex./rider. 1st rider out 8:01 a.m. 213/988-2967 or 421-9179.

SRAC/MRA ROAD RACE
Adams Cnty. Fgds., Colo. Hwy. 85 to Brighton 15 mi. NE from Denver, Colo. Follow Fgds. signs. Entries pre $10/post $15. $5 ea. addl. class. Sign 8 a.m., race 1 p.m. MRA, 4286 Hooker, Denver, CO 80211. 303/458-1302 or 232-3600.

TONTO 100 ENDURO
Tonto Nat'l. Forest, No. of Phoenix, AZ. Hwy. 87, limed from McDowell Rd. A & B riders, not recom. for Beg. Entry $12 (3-man team $3 ex.) & 2 SASE to Road & Trail Assoc., 2526 E. Sahuro, Phoenix, AZ 85028. Lim. 300 riders, entry closes Oct. 13. Must be Hwy legal. Key time 8 a.m. 602/258-8175.

HIGH DESERT 100
20 mi. E. of Bend, OR on Hwy 20. Seven classes. 30% brass. $100 to Overall winner. Pre-entry $15 till Oct. 1, name, addr, size & make bike, permission if under 21. Cascade MC, P.O. Box 11, Bend, OR

C.T.A. TRIALS & SCHOOL
Saddleback Park, Orange, CA. Beginner/Novice classes. Trailbikes OK. Competition after school, 20% brass. Trial $5, School $1.50. Sign 8:30 a.m., school 9:30, trial after. 714/832-2770 after 5.

MINIS TT & FT TROPHY DASH
Atlantic Pk., Garden Grove, CA. Fwy 22 Magnolia exit, So. to Westminster. Sign 9:30 a.m., race 10:30. 714/842-9778.

D-37 HARE & HOUND
Camprock Rd., Lucerne Valley, CA. 2 x 40 mi. loops. Rescue 3. 9 a.m. start. Cactus Cats MC, 714/982-0806 eves, 983-1649 days.

CRC MX
De Anza Cycle Park, E. of Riverside, CA. 30% trophies, same day. Cash to Pros. No membership required. All classes. Info: 714/688-1291.

HRA TT & HALF-MILE
395 Cycle Park, Adelanto, CA. 25% same day brass. Free camping. Under 12 free gate. Sil. rqd. for 2 strokes. 714/246-6109.

Friday, Oct. 25

AMA HALF-MILE
Ascot, Gardena, CA. 18300 Vermont. Golden State Championship for Nov/Jr/Ex. 8 p.m. start.

Saturday, Oct. 26

BRA LAGUNA SALADA 200
Kilometer post 37, 22 mi. W of Mexicali, BC, Mexico. Five laps of two 20 mi. loops. Entry $200 plus insurance ($30 for bikes). BRA memb. rqd., BSC cards honored. Dwg. 8 p.m., Oct. 4, American Legion Hall in La Mesa, CA. Tech insp. Friday. Oct. 25, 8 a.m. — 4 p.m. at Hotel Lucerna, then til 8 p.m. at K37. No impound. Riders mtg. 7:30 a.m. race day (mandatory). Start 8:01 a.m. Awards 10 a.m. Sunday, Oct. 27 at Hotel Lucerna. BRA, P.O. Box 1803, Calexico, CA 92231. 714/352-3767.

INDOOR SHORT TRACK
Benton Cnty. Fgds., Corvallis, OR. Classes to 360cc & minis. Sil. rqd., 3 plts., covered pegs. No knobbies. Sign 6:30 p.m., race 8. 503/753-0923 or 926-1126.

FIRST CALIF. GUZZI GET-TOGETHER
Santa Maria Fgds., CA. BBQ, prizes. Contact H.W. Barnes, 24389 Hartland St., Canoga Pk., CA 91307. 213/340-4626.

NIGHT SHORT TRACK
Indio Fgds., Indio, CA. Hwy 111. Open tract., sptsmn brass, Ist 3 pl., 200% Ex. p.b. rider med. cov. Sign 6 p.m., race 8:30. 714/398-0845.

D-36 EIGHTH MILE SHORT TRACK
Monterey Cnty. Fgds., Monterey, CA. Class C tract., Sil., full leathers rqd. All classes & minis. Hi-point series. Entry $3. Sign 5 p.m., race 8. 408/899-2401 or 394-6276.

Sunday, Oct. 27

TRANS-AMA MX
Orlando Sports Stadium, Orlando, Fla. $19,600 posted. 500cc International class, 250cc Support class. Pre-entries close Sept. 24.

MOTO-AMA SIDECAR MX
Straddle Line Cycle Pk., McCleary, WA. Prom. Doug Richards, P.O. Box 287, McCleary, WA 98557. 206/495-3856.

SRA HOOK & LADDER FAMILY ENDURO
Limed from California City golf course, benefit L.A. Cnty. Burn Ward. 60 mi., 100% brass all minis, 20% others. Fin. pins. new motorcycle & many other prizes awarded same day. $8.50 & 2 SASE to Pasadena Fire Dept., 5226 No. Golden West, Temple City, CA 91780. First rider 8:01 a.m. 213/287-4471 or 320-1015.

IMA HARE SCRAMBLES BUZZARD RUN
Exit. US 80, ½ mi. No. of Hammett, Idaho. Closed course, 60 mi. 4 laps. Sil. rqd., also parents release for riders under 18. No big rocks, some water. 33% brass, fin. pins. $8 entry. Sign 8 a.m., race 11. 208/587-4795, 587-3319, 587-7555, or 587-3680.

MASQUERADE MARATHON
Sand Hill Ranch, Camino Diablo, nr. Livermore, CA. No cards rqd. Prize for best costume, ea. class. Father & son team trophy. Opens 7:30 a.m., no motors to start before 8. Sil. rqd. first race 8:30 a.m. 415/689-6722 or 634-3328.

D-36 SEMI PRO MOTOCROSS
Live Oak Rcwy., Hwy 99E, 9 mi. No. of Yuba City, CA. W. on Pennington Rd., 3 blocks & No. to track. Sil. & D-36 plates rqd. Entry: Ex. $10/$15 pre/post, 100% p.b., others $5/$7. 54 Main St., Yuba City, CA 95991. Open 7 a.m., race 9:30.

Yuba Sutter MC, 916/673-1090 or 673-9681.

EDWARDS MX
Cor. Forbes Ave. & Lancaster Blvd., Edwards AFB, Calif. Same day brass, spectators free, $4 entry. Sign 8 a.m., race 10. Desert Wheels MC. 805/258-4025.

ITA TRIALS & SCHOOL
Saddleback Park, Orange, CA. Sign 9 a.m., school 10 a.m., competition 12 noon, or sign up for trials only at 11:30 a.m. $5 trials, $2 school, Box 2313, Orange, CA 92669.

CRC MX
Indian Dunes. 30% trophies, same day. Cash to Pros. No membership required. All classes. Info: 213/830-7519 or 714/688-1291.

MINIS TT & FT TROPHY DASH
Atlantic Pk., Garden Grove, CA. Fwy 22 Magnolia exit, So. to Westminster. Sign 9:30 a.m., race 10:30. 714/842-9778.

NRA MX
Valley Cycle Pk., Moorpark, CA. 30% brass same day, 100% Sr. p.b. No memb. rqd. All classes 714/688-1291.

NORCAL MINI MX
Marysville, CA. Under "E" St. Bridge. Ages 6-13. No pit riding, no bicycles, all dogs must be on leash. Ride $5, watch $2. Sign 8 a.m., race 11. 916/743-8774 or 674-3597.

CMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Open 6:30 a.m., first race 9. Mem. rqd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA 92626.

AMC MX
Saddleback Park, Orange, CA. No mail entry, $5/$10 post, non-memb. $2 extra. $3000 rider med. cov. 40% brass same day, 100% Ex. p.b. Open 6:30 a.m., prace. 7:30, race 9. Sil. rqd. 714/532-3923.

D-36 JACKHAMMER ENDURO
Stoneyford, CA. W from Maxwell. Appr. 125 mi., bring own gas. Spark arr. & lic. plt. or green stickie rqd. No puff, no hacks. Entry $8, teams $3 ex. & 2 SASE to Oakland MC, 1116 — 36th St., Oakland, CA 94608. First rider out 7:31 a.m. 415/254-6379.

November 2-3

SECOND (OR THIRD) ANNUAL LAST HOPETOWN GP
Hopetown, Simi Valley, CA. $10 Mail entry/$100 post. Lim. entry. Opens Sept. 23, closes Oct. 25. Saturday 100-125-200-250s entry to DDMC, 8228 Sale Ave. Canoga Pk., CA 91304. Sunday 350-500-Open-Hack-OT & Puff entries to DDMC, 12051 Kirkholm Ct., Northridge, CA 91324. Rain or shine.

SMUGGLER FAMILY ENDURO
California City, CA limed rrom gold couse. Mail entry $4 under 14/$6 over. 10624 Midway Ave., Cerritos, CA 90701. Starts Noon Sat., 7 a.m. Sun. 213/924-2380.

Sunday, Nov. 3

TRANS-AMA MX
Midwest MX, nr. St. Charles, Mo. (St. Louis area) 500cc Int'l., 250cc Support. $19,700 posted.

MOTO-AMA SIDECAR MX
Carnegie Cycle Pk., Livermore, CA. Prom. MC Parks Corp., 970 E. 14th St., San Leandro, CA 94577. 415/638-2761.

ITA TRIALS & SCHOOL
Saddleback Park, Orange, CA. Sign 9 a.m., school 10 a.m., competition 12 noon, or sign up for trials only at 11:30 a.m. $5 trials, $2 school, Box 2313, Orange, CA 92669.

MRAN HARE SCRAMBLES
Searchlight, NV. US 95, No. 40 mi. So. of Vegas. Camping OK, gas, food, grog avail. Hacks welcome. Sign 8 a.m., race 10. Desert People MC 702/384-3145.

D-36 ENDURO
100 MILE
RATTLESNAKE
Arrow Mills Yard, Terwer Valley Rd. from Klamath, CA. Varied speed, lim. 750 entries. $8 entry, Team fee $1/rider. Entries close Oct. 6, dwg. Oct. 13. 5 riders/minute, 1st rider 7:01 a.m. Redwood Scramblers MC, P.O. Box 760, Crescent City, CA 95531. Bring own gas, camp sites avail. 707/464-4148.

AMA NAT'L. ENDURO
D-37 CALIF. JUBILEE
125 mi., limed from Hwy. 18 & 247 in Lucerne, CA. Mail entry $7.50, 3 man team $1 ex. per rider. D-37 forms & 2 SASE to Checkpoint MC, P.O. Box 1424, Whittier, CA 90603. entry close Oct. 18, Dwg. Oct. 22. IRRC Comm & Service.

AME MX
Valley Cycle Pk., Hwy. 23 & Tierra Rejada Rd., So. of Moorpark, CA. Sil. & 3 plts. rqd. Ex. p.b. Open 7 a.m., prac. 8, race 9. 213/675-1922 or 805/529-9546.

MINIS TT &
FT TROPHY DASH
Atlantic Pk., Garden Grove, CA. Fwy 22 Magnolia exit, So. to Westminster. Sign 9:30 a.m., race 10:30. 714/842-9778.

CMC MX
Saddleback Park, Irvine, CA. Open 6:30 a.m., first race 9 a.m. Memb. rqd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA 92626.

CRC MX
Rawhide Park. 30% trophies same day. Cash to Pros. No membership req'd. All classes. Info: 213/830-7519 or 714/688-1291.

AME MX
Spillway Park, Santa Maria, CA. Hwy 101 Broadway exit. 100% p.b. 805/937-4043 or 925-0940.

Saturday, Nov. 9

NIGHT
SHORT TRACK
Indio Fgds., Indio, CA. Hwy 111. Open tract., sptsmn brass, lst 3 pl., 200% Ex. p.b. rider med. cov. Sign 6 p.m., race 8:30. 714/398-0845.

INDOOR
SHORT TRACK
Benton Cnty. Fgds., Corvallis, OR. Classes to 360cc & minis. Sil. rqd., 3 plts., covered pegs. No knobbies. Sign 6:30 p.m., race 8. 503/753-0923 or 926-1126.

Sunday, Nov. 10

TRANS-AMA MX
Lk. Whitney, Whitney, TX. 500cc Int'l., 250cc Support. $20,000 posted. Pre-entries close Oct. 8.

MOTO-AMA
SIDECAR MX
Arizona Desert Rcwy., Phoenix, AZ. Prom. Phil Auernheimer, 1408 E. Granada, Phoenix, AZ 85006. 602/252-1900.

MINI MX
Laguna Seca, Monterey, CA. Hwy 68. Minis to 100cc, Pee Wees welcome. $5 entry. Sign 8 a.m., race 10. 408/623-4386.

MINIS TT &
FT TROPHY DASH
Atlantic Pk., Garden Grove, CA. Fwy 22 Magnolia exit, So. to Westminster. Sign 9:30 a.m., race 10:30. 714/842-9778.

CMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Open 6:30 a.m., first race 9. Mem. rqd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA 92626.

NORCAL MINI MX
Marysville, CA. Under "E" St. Bridge. Ages 6-13. No pit riding, no bicycles, all dogs must be on leash. Ride $5, watch $2. Sign 8 a.m., race 11. 916/743-8774 or 674-3597.

AMC MX
Saddleback Park, Orange, CA. No mail entry, $5/$10 post, non-memb. $2 extra. $3000 rider med. cov. 40% brass same day, 100% Ex. p.b. Open 6:30 a.m., prace. 7:30, race 9. Sil. rqd. 714/532-3923.

CRC MX
Valley Cycle Pk. 30% trophies, same day. Cash to Pros. No membership required. All classes. Info: 213/830-7519 or 714/688-1291.

D-36 SCRAMBLES
Pioneer Arena, 9600 Pioneer Ave. btw. Oakdale, CA. & Escalon. All classes & minis. Open tract. Sil. rqd. Entry $2.50 incl. ins. Sign 7:30 a.m., prac. 9, race Noon. Runs rain or shine. 209/869-1457.

AME MOTOCROSS
Indian Dunes Park, Valencia, CA. Sil., memb., 3 plates all rqd. Open 6:30 a.m., prac. 8, race 9. 213/675-1922 M-F 1-6 p.m.

C.T.A. TRIALS
& SCHOOL
Saddleback Park, Orange, CA. Beginner/Novice classes. Trailbikes OK. Competition after school, 20% brass. Trial $5, School $1.50. Sign 8:30 a.m., school 9:30, trial after. 714/832-2770 after 5.

D-37 TT
Elsinore Rcwy., Elsinore, CA. Sign 8 a.m., race 9. Sandak 714/870-5220.

D-37 MOTOCROSS
Rawhide Park, Hwy 74 btw. Elsinore & Perris, CA. Old Timers welcome. Sign 7 a.m., race 9. Gripsters MC, 714/871-7121.

Sunday, Nov. 17

TRANS-AMA MX
Puyallup Rcwy. Park, Puyallup, WA. 500cc Int'l., 250cc Support. $19,300 posted. Pre-entries close Oct. 15.

SRAC/MRA
ROAD RACE
Adams Cnty. Fgds., Colo. Hwy. 85 to Brighton 15 mi. NE from Denver, Colo. Follow Fgds. signs. Entries pre $10/post $15. $5 ea. addl. class. Sign 8 a.m., race 1 p.m. MRA, 4286 Hooker, Denver, CO 80211. 303/458-1302 or 232-3600.

AMA 125 MI.
NAT'L. ENDURO
John Zink Nat'l., John Zink Scout Ranch, W. of Skiatook, OK. Limit 500 entries. 92db(A) and street legal. Entries $15, deadline Oct. 25. Scott Spahr, Tulsa Trail Riders, 4110 E. 46th Pl., Tulsa, OK 74135.

November 18

ENDURO: DISCHARGE
FROM STATE PEN
Hallelujah, Hallelujah. 2605 State St., Salem, Oregon. 8 a.m. or 9:30 a.m. Party time, all females cordially invited. Over 21, please. Ron Dragoo.

Sunday, Nov. 24

PVDR TURKEY
SHOOT FAMILY
ENDURO
Limed E. of Lucerne, CA to Camp Rock Rd. "C" riders, puff & 0-80cc minis ride 1st loop only. Others 2 loops, 70 mi. 20% brass, pins, dwg. & finish. Mail entry one loop $5/2 loops $7, teams $1 ex/rider. PVDR, P.O. Box 282, Montclair, CA 91763. First rider out 8:01 a.m. 714/626-7696.

Sunday, Nov. 30

D-37 HARE &
HOUND 8th ANNUAL
BARSTOW TO VEGAS
Limed 18 mi. E. of Barstow, CA on I-15. Mail entry only, lim. entry, Nov. 15 deadline. San Gabriel Valley MC, 1529 Meadow Glen Wy., Hacienda Hgts., CA 91745. 8 a.m. start. 213/964-3420.

THUNDER
At
INDIAN DUNES
Sunday, October 6

BCA Motocross on all-new, all-terrain course.

$500.00 Purse for Experts. Expert payback (all classes): 1st Place . . . $75.00, 2nd Place . . . $50.00, 3rd Place . . . $25.00, 4th Place . . . $15.00, 5th Place . . . $5.00. 30% Fantastic Trophies (same day) for others. Gate opens at 7 AM. Practice at 8 AM. First Race 10 AM.

Expert Post Entry $15.00. Jrs., P.P., Old Timers, $8.00.
No Membership Required.

Also same day NMA Minicycles. First time on full size Int'l. Motocross course. $5.00 Entry. 40% Trophies. Sign in 8 AM, Race at 10 AM. Special Class for Mini Old Timers (16 & Over).

for info
INDIAN DUNES PARK
805-259-8000

969 entries are now riding
Hopetown. Do we have yours?
November 2 & 3

When in doubt, gassit!

IRWINDALE
RACEWAY
EVERY FRIDAY NIGHT
MOTOCROSS

2nd Annual
Cal State 100 Enduro
October 6
limed from Lucerne AMA Dist. 37
714-557-0754

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

You must fill out this form complete with your name and phone number (so we can check back with you) and mail it in plenty of time for it to reach us by noon Thursday, in order for it to appear in the next week's Calendar section. The more weeks it runs, the better you look — so get it in early! No phone calls, please. We can only guarantee accuracy on items we get in writing.

Date of Event _____ Time of event _____

Type of event *(TT, MX, Enduro, etc.)* _____

Entry fee _____ Sanction _____

Location _____

Mailing address _____

How to get there _____

Additional information _____

Your name _____ Number to call for info *(with area code)* _____

CRC pit squids head-on, Giardina gets shiftless but wins anyway

By Dale Brown

VALENCIA, CAL., SEPT. 22
As long as a wiggle of his left toe produced a gear change, Frank Giardina (Mai) was invincible in the CRC MX 250 Expert class at Indian Dunes today.

When the gate dropped for Moto One, Rufus Kerr (Hon) jumped into a lead that would last through the first lap. Lap two found Giardina's Cole Brothers Maico in front and pulling away from the pack at an alarming (if you were behind) rate.

The second moto trip through the dreaded first turn was tightly-packed terror and Giardina emerged from the confusion with a decapitated shift lever, destruction-destined to finish third in his class, a lap down.

Intermediate John Smoot (Hus) took up position at the head of the pack, with Michael Jackson and Kerr breathing down his neck. For seven spine-tingling laps, the top three positions maintained. On the last lap, Jackson, a Husky-mounted Expert, slammed by to take the lead and the win, with Smoot and Kerr following.

Kerr and Giardina were tied at the end of two motos with four points apiece. Kerr again got the hole-shot in the final moto, with John Maroney (Mai) and Giardina following. Giardina passed on the next lap and won. Kerr and Keevan Acevedo (KTM) got into a passing duel. For five laps, neither of them stayed in front of the other for more than a lap until Acevedo finally pulled away for second. Maroney finished fourth, behind Kerr.

The Expert tally read: Giardina, Kerr and Acevedo. Smoot won the 250 Intermediate crown and Maroney did the same against the Open Intermediates.

Reporter's Notebook: This pit racing business is getting out of hand. Two squids practically destroyed each other over at Shadow Glen in a head-on crash. The ambulance had to cart them to the hospital, which left my class sitting on the line for over thirty minutes. In the future I'm going to try to get the names (and sponsors, if they have one) of these squids and publish them. Fair warning.

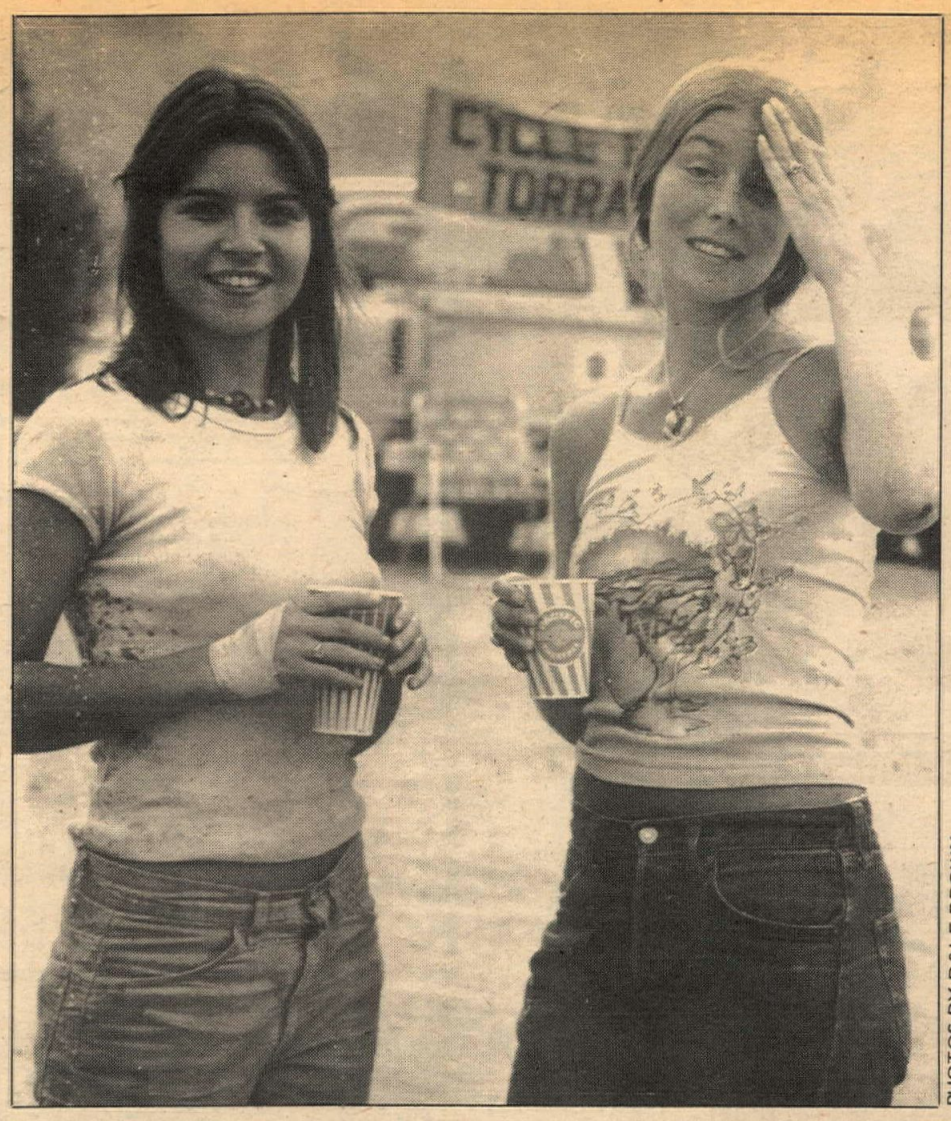
CMC's last Ascot: Pessy wins, Jennings swims

By Alan Shepherd

GARDENA, CAL., SEPT. 25
The final night of CMC motocross at Ascot Park for 1974 was a wild one. The record books will say this night Dave Pessy recorded his 82nd career win, (two away from the record), but it won't say how Jeff Jennings, on his 15th birthday, almost beat him but instead ended up in the lake. It was a case of the veteran out-dicing the rookie.

They had entered the final moto tied with a first and an eighth a piece. In the first round Pessy and Brad Morrison (Bul) slammed into Lynn Skokey (Mai) who had slid out in second and were out for half a lap. Then in the second, while battling with Pessy for the lead, Jennings banged into a corner barrel and went down.

So, off they went in the final, again scratching at each other with Jennings in the lead and Pessy second, pulling away from the rest of the field. Suddenly, on the fourth lap, on the north end of the track in the first turn area, Pessy dove underneath and got a wheel in front. Jeff left the throttle on as did Pessy. Above the inside crashwall they went side by side with Pessy inching wide through the turn. With nowhere to go, Jennings went right off the track and into the lake, his only injury his pride. Dave cooled it for the rest of the race and picked up the overall victory, his 22nd of the year. ●



PHOTOS BY DALE BROWN

After a long battle that found him finishing 22nd out of 24, our correspondent wasn't so tired as to miss these two lovelies.

Moreno Valley's concentrated MX

By Tim Mickey

SUNNYMEAD, CAL., SEPT. 21
The starting line was busy at DeAnza this Saturday. Not crowded, mind you, just busy. The 125 Juniors, Intermediates, and Experts were all in the same race, and when the flag went up, the first turn brought some surprises. Tom Burt (Hon) was the only Expert and proved it by snatching the lead. Right behind him, though, were a pair of Juniors, Clint Carman (Hon) and Ron Cain (Suz). Burt gradually got away, but the Juniors held onto second and third places, Carman a few feet ahead. Not far behind, two Intermediates were in pursuit, one Gary Cain (Hon) and the other Jeff Sanchez (Hon). Sanchez trailed Gary all the way until the very end, where he made a block pass at the last turn before snatching away the win. Carman held off Ron all the way, and both held off everyone else.

The final moto was the deciding one, and out of the tight first turns came Burt, then Ron, and then Carman. As long as Carman didn't crash, though, he had things sewed up, so he followed along in second and picked up the overall. Gary let Sanchez by when he went over a berm while stretching out a lead, but he got back on and chased him until Sanchez retired from the fight with bike problems. Gary collected the win, but Sanchez, like Carman, already had the points for the overall. ●

As long as he wasn't without a shift lever, Frank Giardina went fast.

500cc GP of Canada

COPETOWN, ONT., CAN., SEPT. 29
Former World Champion Roger DeCoster and teammate Gerrit Wolsink delivered a Suzuki 1-2 punch to a small international field at the 500cc Grand Prix of Canada.

DeCoster finished third behind Yamaha riders Hakan Andersson and Pierre Karsmakers in the first 40-minute-plus two-laps moto after falling twice.

In Moto Two Andersson crashed early, Karsmakers' 400 suddenly had only the two lowest gears, and DeCoster won with relative ease.

The 250 and 500cc support classes were own by Frank Stacy (CZ) and Terry Clark (Hus), both with 1-1 sweeps. ●

Poop...

Continued from page 2

On October 29th the fastest 250 Expert in a special my-bike-versus-your-bike drag race will win $200 at OCIR. The highest finisher riding each brand bike present in the regular three-moto race will become eligible for the drag race prize.

Fast Texas Novice Larry Beall of San Antonio has pre-entered the October 11 Ascot Invitational on a Yamaha. His 1974 record: first at Sedalia, first at Santa Fe TT, first at Sturgis, S.D. Regional. Another early RSVP comes from Ohio high-pointer Steve "Pee Wee" Anthony, and still another from Oregon Junior Diane Cox, who made the points for Expert at Ascot Friday.

PARANOIA DEPT: American Honda recommends "dummy" anti-shoplifting surveillance cameras to dealers for $30 to $100, or the real thing for $300 and up from electronics suppliers. They note that "Cameras have both negative and positive psychological effects on consumers." Ah, yes.

Look for a non-National rematch of the Albany combatants as Corky Keener, Rex Beauchamp, and Rick Hocking all have another crack at the Ascot half-mile October fifth, the last chance to dial in before the Ascot Half Mile National on October 12.

Publisher Sharon Clayton's publicity mongers have mongered up some pretty good publicity for our leading lady lately. She was featured on the women's pages of Atlanta and Los Angeles newspapers, several talk shows and soon, we hope, the Today Show.

Gary Scott is resting at home this week after fracturing bones in his foot and ankle at Golden Gate Fields.

San Diego County has collected $24,067.41 from the California ORV license fund so far. It has all been turned over to the Sheriff for repression.

Roger DeCoster stands to earn a five-figure bonus if he wins the Trans-AMA motocross series.

Philadelphia Colonials? Chicago Colts? San Francisco Foxes? Seattle Stags? What is this, another pro ball expansion league? Would you believe National Professional Motocross League? With twenty team franchises and a twenty-five race league schedule set for 1975? It just might work . . . More later.

And Rex Staten will definitely contest the Trans-AMA on the 410cc Honda four-stroke single.

Political Enduro finisher Rebecca Burke reports that Congressman Leo Ryan is the most responsive govenment-type she's run into. Far out.

Look for one or more famous makers of dirt track racing frames to expand heavily into the cafe racer business.

January 25, 1975 is the date of the first Baja All-Bike 300-mile Classic by the Baja Racing Association. It's a team event, $100 per team entry with 50% payback to a wide spread of winners. Watch for details in Cycle News.

The Invaders M.C. won the Huntington Beach M.C.'s club participation award this year. Instead of taking a trophy, they asked the club to make out a check for $25 and send it to M.O.R.E. Neat, huh?

DESERT SCHOOL. Nowadays they've got schools for everything. DRA has announced plans to hold a series of desert racing schools taught by Jeff Wright and B. Ordnoff.

WANT ADS

'74 CZ 250
Femsa ignition, Mikuni carb., JNH clean sweep pipe, Curnutts, DID wheels, plastic tank, shock mounts for forward position, plus all stock equipment, $1,000.00. (213) 545-8285. (38/2x)

S & L Yamaha, Huntington Park??? Racers TD2,TA250,TZ250,TZ700
PARTS IN STOCK. Service and parts available on all Yamaha twin, old and new at discount prices to AMA and District riders. (213) 587-7244. (34/TFN)

'74 MAICO 450 G.P. IN PERFECT CONDITION, with alloy tank, rims, trick shocks, 2 pipes and lots more. $1200.00 or best offer. (714) 492-2270. (38/2x)

Forward Mounted Shocks
New Bultaco Pursangs in stock now. Guy Louis Motorcycles, 990 East Willow, Long Beach, California. (213) 426-1358. (28/TFN)

Bikers Dream Home
In Capistrano Beach. Extra large garage with built-in bike hoist, air compressor, 2-work benches. Also attached 3 bedroom, 1¾ bath, large redwood fenced yard. $49,500.00. Will sell V.A. or conventional. Omni Realty, Inc. (714) 545-3734 or 496-6595 (CVMC), ask for Chuck Koistra. (38/2x)

Trail and Trial Riders
Attention
The latest edition of ESCAPE BY TRAIL BIKE is now on sale. Send $3.75 to Cycle News, P.O. Box 498, Dept. Jeannie, Long Beach, California 90801. (39/TFN)

1973 BULTACO ALPINA 350, good condition, $600.00. 1972 SUZUKI 400, frame N.F.G. motor and 34mm Mikuni and 40mm Kendick, 3.5 glass desert tank, wheels and tires. Custom Wheelsmith through the frame pipe. All good, maker offer. (714) 995-7982. (38/2x)

Moto Guzzi
SALES, SERVICE, PARTS. COMPETITION SERVICES, INC., 1244 No. Gaffey St., San Pedro (213) 831-1279. (28/TFN)

Moto X Action Project Bike
TM 125 — FMF porting, pipe, Misi swingarm, fork kit, Webco head, Andre bars, $600.00. (213) 392-3576 or (805) 964-7156. (38/2x)

Suzuki Owners
We have the best parts stock. Try us at CAMPBELL SUZUKI, 14200 Lambert Road, Whittier, California. (213) 696-3306. (20/TFN)

'72 Husky 400 CR
Cherry condition, K&N ported, small tank, plastic fenders, Twin Air. Must sell, $875.00 or best offer. (714) 837-0192. (38/3x)

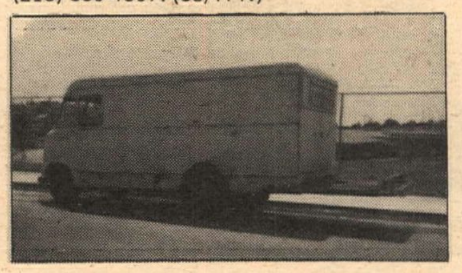
Husqvarna Specialist
Largest Husqvarna dealer in U.S.A. since 1967. Malcolm Smith Motorcycles, 1689 La Cadena, Riverside, California (714) 686-8014. (32/TFN)

Attention Road Racers
All number panel seats and fairings for 250 and 700. Immediate delivery. Ocelot Engineering (714) 882-1761. (38/2x)

Elsinore 125 Replica Plastic Tanks
Available in Preston Petty colors. P. J.'s, Manhattan Beach (213) 545-0051. (24/TFN)

Bultaco Owners—Improve Handling
$5.95 will buy you one more inch of front fork travel. Contact: P.P.I., Box 871, Arleta, California 91331. (213) 896-6209. (38/2x)

Aragon Cycle Trailers
Kits from $156.00. Guns and knives in trade. (213) 359-4597. (38/TFN)



FORD VAN WITH OLDS ENGINE and Turbo hydro dual fuel, Butane and water tanks, refrigerator, stove, running water and sink. Will carry four bikes, $1600.00. (213) 375-9635. (38/2x)

For Sale: 1968, 250 Greeves Challenger
Runs good, super dependable, $250.00. (213) 423-2210 evenings. (38/TFN)

Sell Or Trade
1970 Sherpa T 250 and 1972 CS5 Yamaha 200 electric start. Sell separately or trade for good TL125 and some cash, guns and cash, gold, silver bullion, what have you?? (213) 439-8239. (38/4x)

New Road Racers For Sale
New 250 TD 3 road racers. Used 250 TD 3 road racers. Used 250 TD 2 road racers. Used 350 TR 2 road racers. Used 350 TR 3 road racers. One 250 Suzuki Prod. Spare Parts — Krober Ignitions — road race tires — Daytona seats. 8:30 a.m. — 5 p.m. (714) 465-9700 Dave Evans. (18/TFN)

Salesman Wanted
Experience preferred. At large Triumph, Norton and Yamaha dealership in Anaheim. (714) 533-1309. (38/2x)

Super Chain For Super Bike
Made in U.S.A. Self lubricating and pre-stretched up to three times the life of a normal chain. Available now 5/8x3/8 or No. 530. Dealer inquiries invited. House of Suzuki, P. O. Box 8535, Fountain Valley, California. (2/TFN)

'74 OSSA SDR. RIDDEN LITTLE, never raced, excellent condition. First $695.00 takes. Also tires, 450-18, 300-21, 300-17, 275-17. Metzeler, Barum, Pirellis, and street. '69 Ducati basket. (213) 342-6989. (39)

CZ GP Replica Frames
4130 Chrome-Moly Heliarc welded. Accepts all stock components. Complete with brake pedal and hollow rear axle, $395.00. Swingarm only (fits stock CZ) with axle, $99.95. THE FRAME WORKS, 7893 Clairemont Mesa Boulevard, San Diego, California 92111. 1-(714) 560-8412. (22/TFN)

For Sale — Kawasaki Shop
$45,000 cash. Newly remodeled. Sole Kawasaki dealer in city of 118,000. Building for sale or lease. Bell Kawasaki, 2270 North Wilson Way, Stockton, California 95205. (209) 464-4783. (36/4x)

'65 BSA 650. ENGINE RUNS GOOD, $300.00. Evenings (714) 595-7304. (38/2x)

'72 Husky 250 WR
Super sano condition, Filtron, bash plate, 4.25 Barum, other extras. See to appreciate, $750.00 or best offer. Must sell! (714) 847-8121. (39)

HEADLIGHT, INSTRUMENTS, CHAIN & sprockets for MT-250 Honda, cheap. (714) 832-5103. (39)

Ascot Park 8 year record holder now Colorado Trial's Master
ELLIOTT SCHULTZ TRIALS SCHOOLS Sponsored by BULTACO INTERNATIONAL LTD. From anywhere in U.S.A. contact: Bultaco International Ltd., Elliott Schultz, 716 Geniseo, Lafayette, Colorado 80026. (39/4x)

Yamaha Swingarms
Chrome-alloy, needle bearing arms with Mid-Mount shocks. No frame modifications required on stock MX's. Adds 2" of rear wheel travel. '74 Enduros MX 250/360/500, $85.00. YZ 250/360, $85.00. Call or write for information on complete frame kits for all MX Yamahas. MAYNARD/PROFAB, 13666 Harbor Boulevard, Garden Grove, California. (714) 530-7340. (13/TFN)

Late '72 Husky 250
New in 1973 — never raced, 5 speed W.R. Dual ignition — Malcolm Smith bars, $925.00. (213) 459-3534. (39)

Finisher Pins
Most of the Finisher Pins you're wearing we made — Now — Buy factory direct. Save 20%. Cal-Mart Plating, 607 South Hill Street, Los Angeles, California 90014. (213) 623-6987. (17/TFN)

MONARK 125 MX, HARDLY RIDDEN. Ported, many trick parts, $550.00. (213) 596-7086. (39)

Dunecycle
3 wheel, 4 H.P., $175.00. After 6 (714) 993-2922. (39)

'71 YAMAHA ENDURO, EXCELLENT CONDITION, many extras, $300.00. (213) 429-4951. (39)

Yamaha 250 MX, $300
Extra bike, must sell. 21" front end, lower seat & plastic fenders & tank — many extras. Call after 5:00 p.m. (213) 359-1884. (39)

WANTED: ONE-PIECE OR ZIP-TOGETHER racing leathers for 5'6", 150 lb. frame. Color not important, condition is. (408) 372-7970. (39)

750 H2 Kawasaki Parts Wanted
Need complete stock ignition system, throttle linkage and will consider other engine parts, new or used! Call or write: Jeff, c/o Cycle News East, Box 805, Tucker, Georgia 30084. (404) 288-7542. (39/6x)

25% Savings on Insurance
Dealer garage liability 15% savings on Dealer's bonds. JOHN W. MAYNARD INSURANCE, 3447 Motor Avenue, Los Angeles, California. Phone: (213) 836-5211. (TFN)

Yamaha Ha?
'72 Yamaha 100 MX. Quick, reliable, and trick, $350.00. (213) 927-5143. (39)

'73½ Maico 250 Radial Fin
Shocks moved up by Wheelsmith, Konis, D.I.D.'s, H/D spokes, G.P. fork springs, frame gusseted, just bored, K&N air cleaner, narrow gas tank, very fast, excellent condition, $1050.00. (213) 928-2369. (39)

1972 Maico 501
Top condition — (213) 324-7748. (36/4x)

MAICO 400cc, LATE 1972¾ RADIAL FIN, trick frame. Asking $850.00. Excellent running condition. (213) 444-0255. (39)

'74 KX 250 Kawasaki
Boge shocks moved up, front fork kit, fast, reliable, $825.00. (714) 838-9143. (39)

TRICK 250 ELSINORE. NEW D&G pipe and swingarm, Konis, Pirelli, very clean. (213) 862-2879. (39)

'72 PURSANG 350 STORED 6 MONTHS, good condition. Evenings (213) 644-4192. (39)

Ariel Square Four
All new — Mark II, $1800.00 or best offer. Good buy of a classic bike. (213) 693-0477. (39)

'72¾, 100 B PENTON. FAST, RELIABLE, immaculate, $450.00. (714) 894-2623 days only. (39)

'72, 250 Bultaco Pursang
Ridden little, looks and runs in excellent condition, $500.00. Must see. (213) 592-2291. (39)

TRAILER — FOUR TRACK motorcycle trailer, deluxe wheels & frame. Used 5 times, $300.00. (805) 526-2716. (39)

250 GP Maico
'73 Maico 250, very trick. Also with factory barrel and helmet. $795.00 or offer. (213) 769-7753. (39)

MX Boot Sale
$39.95. Lace, $29.95. While they last. Buena Park Honda, 8461 Commonwealth Avenue, Buena Park, California. (714) 521-3642. (36/TFN)

Super Single
'71 BSA 500 Victor. Street legal, 2,000 miles, extras, beautiful, $825.00. Also near new 12.9" Konis, $45.00. 7" Curnutts, $30.00. 400 Husky downpipe, $30.00. (714) 535-4759. (39)

Wanted Hodaka
Dirt Squirt, good condition. (213) 390-1178. (39)

Kawasaki Racers
Repossessed, like new, KX 250, $699.00. New KX 125s, $899.00. KX 450 demonstrator, $1199.00. KX 250, Reeds, Betors, works seat, $1095.00. Keck's Kawasaki, 1245 South 4th W., Missoula, Montana 59801. (406) 728-2688. (39/2x)

'72¾ CZ 250
E.C. Birt porting & pipe, head filled, new CZ piston, 34 Mikuni, Femsa ignition, new Konis, DID and 8 gauge spokes, blue alloy tank, white Rahm fenders, Ceriani kit, lifetime fork seals, and more. Well maintained, not abused, $600.00. (213) 472-0662. (39)

3 Rail Cycle Trailer
Heavy duty 3 rail trailer with 15" wheels and fenders. Has '74 plates. Must sell, $145.00. Call after 6 p.m. (213) 390-4364. (39)

1974 HONDA TL 125. ARNACOS, green stickie, $550.00. 1973 Penton 125 Trials, bought new May, 1974, ridden twice since, paid $750.00. Asking $650.00. Immaculate. (213) 785-3362. (39)

'74 Suzuki TM 125
4 months new, 30mm Mikuni, Webco head, ported, extras. Elsinore eater, excellent condition. Ask for Dennis. $670.00 or best offer. (213) 293-5987. (39)

1956 Ford Pick-Up
F250, $499.00 or trade for cycle. (714) 521-3642. (33/TFN)

Montesa '71, 247 Cota Trials
Excellent condition. Must sell, $400.00. Trials or cowtrailing. (213) 985-4743. (39)

Must Sell '72 Husky 400
5 speed, Vesco tank, 450 rear, 350 front, ¼ throttle and extras. Also 250 Greeves Trials. Both $850.00. (213) 882-4287. (39)

'69 Husqvarna 400
Moto-X alloy tank, fresh engine, gearbox, chain, and sprockets. Professionally maintained (5 years), $600.00, best offer, or trade for late 125cc Husqvarna. Joe (714) 645-6406. (39)

School Forces A Fast Sale!
Yamaha 250 Enduro '73, J&R chamber, many extras and tool, excellent condition, no reasonable offer around $700.00 will be refused. Must sell! (213) 699-6007. (39)

'67 HONDA S-90, EXCELLENT CONDITION. Less than 3500 miles. $225.00 or best offer. Call (714) 985-5298 after 5 p.m. (39)

Smuggler
18' self contained, used twice, $2995.00 or offer. (707) 443-8031. (39/2x)

"Ballenger Bob" Kasmar likes
his new prescription goggles. You will too! Write: Ellie Taylor's Goggles, P. O. Box 5023, Santa Barbara, California 93108. (36/5x)

'71 Sportster
Low miles, excellent condition. Must sell, extras. 5900 miles, original engine, 8" extended front end. 16" rim, all chrome spokes, chrome chain guard. (213) 633-0334. (22/TFN)

NEW
CR-250 MX
$1049.00 total price
213-796-0231 Pasadena Honda

WANT ADS

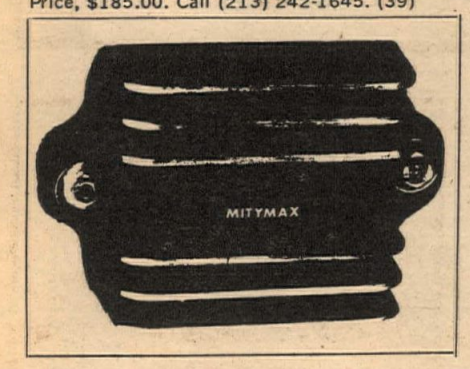
Can-Am
New 1974 models in stock. Introductory prices. Call and SAVE. (707) 443-8031. (39/2x)

'69 Bultaco 250 Pursang
Excellent condition, new top end, Mikuni, Pettys, and lots of extras, $425.00. (714) 842-0380. (39)

Employment Wanted
Male — 22 seeking position in sales, parts, or ? Experienced parts manager and sales. Former owner/manager of accessory shop. College educated, knowledgeable, stable, work well with people. Quick attitude to learn any job. Paul Garnand, 228 Victor—Apt. A, San Clement, California 92672. (714) 492-9969. (39)

1974 HUSQVARNA 250 MAG, D.I.D.'s, aluminum Konis, clean and mean, $1350.00. (714) 492-9969. (39)

'71 HONDA SL-70, BORED OUT TO 90 for racing. Fast and powerful. Yellow color. Price, $185.00. Call (213) 242-1645. (39)



Mity-Max, $29.95
Fits Triumph — BSA — Norton — Honda up to 450cc. Replaces battery — Zener Diode — Rectifier. Prepaid or COD with 10% deposit. Universal Motors, 7733 Garland Road, Dallas, Texas 75218. (214) 321-3354. (39)

Wanted
Yamaha salesman, full or part time. Also full-time partsman. (213) 635-8058. (38/TFN)

DESERT 450 WR HUSKY. MIKUNI, 3.6 gal., rebuilt Curnutts, bashplate, Twin Air, tool bag, 4.60 tire, torque and reliability — $825.00. (213) 372-5500. (37/3x)

Husky Specialist— Fast Mail Order
Largest Husqvarna dealer in U.S.A. since 1967. Malcolm Smith Motorcycles, 1689 La Cadena, Riverside, California (714) 686-8014. (34/TFN)

Yamaha Road Racer
New TA125 road racer. Priced to sell at $995.00. Will ship anywhere. Competition Accessories, Inc., 1944 U.S. 68 North, Xenia, Ohio 45385. (513) 372-6621. (38/3x)

E. C. Needs: 3 Types Of
people. Pipe builders, road salesman, and a person for porting. Experience preferred, BUT not necessary. Send resume to: Cycle News, Box 498, Dept. T, Long Beach, California 90801. (31/TFN)

750 YAMAHA DIRT TRACKER. New Red Line frame, steel rods, new cam, head — rear disc spool front — special tank and seat. Ready to win — $2395.00. Contact Dusty Coppage (503) 644-8965 eves. (37/4x)

Pit Racer Special
250 Honda Elsinore, 2 months old, ridden 4 times, not raced. Extras, going to Utah — hurry! Must see! $925.00/best. (213) 378-2638. (39)

Penton For Sale: 125 MX
Penton 125, '71, Mikuni, Motoplat, good tires, plastic tank, $275.00. Needs rod. Girl can't fix. Or offer. (213) 476-2489. (39)

'73 Husky 450 WR
Great condition, many extras, $900.00. (213) 367-1333. (39)

'72 DKW Plus Many Extras
Curnutts, Koba kit, leathers—34" waist — only worn twice. Hocky shoulder pads, boots size 10 and other goodies. $550.00. (213) 530-4838. (39)

HODAKA SUPER RAT, $275.00 or best offer. Also Hodaka parts. (714) 897-1971. (39)

WANTED: HUSKY BASKET CASE any condition. After 6 p.m. (714) 645-4941. (39)

Where Is S & L Yamaha???? 5938 Pacific Blvd., Huntington Pk.
360 Monoshock YZ's in stock. Yamaha MX bicycles in stock. (213) 587-7244. MOOCH deals on all new models. (34/TFN)

Dinosaur Wanted — Really
B-50 MX, Cheney, Rickman, or XL — have unique 500cc cafe project to trade, or musical equipment. (Now would your neighbors like 210 watts of rock 'n roll? or money!! (602) 277-4681. (39)

Harley-Davidsons and Indian Motorcycles
All pre 1948. Most in factory crates. We are now taking bids from the public. Write for information, detailed lists and bid forms. Send $2.00 to cover costs to: S.D.C. Auction, P.O. Box 63, San Dimas, California 91773. (39)

Yamaha 125 MX Only $315.00
Very fast, new rear knobby & sprocket, Pettys, Bassani pipe, new MX gears in gear box, 21 inch front end, free helmet. (213) 639-2686. (39)

"We Moved"
GUY LOUIS MOTORCYCLES, 990 East Willow, Long Beach, California. Phone (213) 426-1358. (14/TFN)

'73 CZ 250
IRZ carburetor, Akront and DID wheels, Curnutts, JNH pipe, brand new engine, plastic tank, many spare parts, $750.00. (213) 545-8285. (38/2x)

Rear Shock Springs
Poppy now has in stock, 100 lb. 8½" — 9½" long chrome silicon steel springs. Dealer inquiries invited. Poppy Company, (213) 845-6766. (28/TFN)

Kawasaki 175
'69, runs good, Turner pipe, Webco head, street or dirt, $375.00. (213) 634-0968. (39)

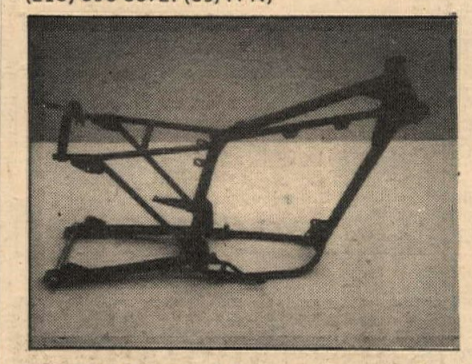
Want To Rent Old-Time Desert Pictures
Cycle News needs photographs of pre-1955 desert riding or racing to illustrate upcoming history feature. Check grandpa's old albums. 1900 to 1925 pix needed desperately. Will pay good price and return all photos immediately. Enclose SASE. Send photos with info about them and approximate year to C. Clayton, Editor, Cycle New West, P.O. Box 498, Long Beach, California 90801. (39/2x)

Motorcycle Mechanic School
Starting January, 1975 Los Angeles area. Limited enrollment. For information write: Cycle News, Inc., Dept. LD, Box 498, Long Beach, California 90801. (39/2x)

KTM Tuned Pentons
(1) enduro, (1) MX 125. Brand new at wholesale. (805) 259-5350. (39)

6th Anniversary Sale
'74 Yamaha MX 80 . . . $349.00. '74 Yamaha MX 175 . . . $899.00. '74 MX 250 . . . $999.00. '74 Yamaha MX 500 . . . $1099.00. '74 Yamaha YZ 250 . . . $1199.00. '74 Yamaha Trials 250 . . . $899.00. '74 Yamaha Trials 80 . . . $359.00. '74 Bultaco 250 Pursang . . . $1199.00. '74 Bultaco 125 Pursang . . . $899.00. 10% off any 1975 bike in stock with this ad all during October. Yamaha of El Monte, 2859 North Durfee, El Monte, California 91732. (213) 442-5800. (39/3x)

Husky Swingarm Wanted!
1972, 1973, or 1974 Husqvarna swingarm wanted. Will pay reasonable price. Call Mike (213) 596-8072. (39/TFN)



CZ GP Replica Frames
4130 Chrome-Moly Heliarc welded. Accepts all stock components. Complete with brake pedal and hollow rear axle, $395.00. Swingarm only (fits stock CZ) with axle, $99.95. THE FRAME WORKS, 7893 Clairemont Mesa Boulevard, San Diego, California 92117. 1-(714) 560-8412. (22/TFN)

FOR SALE: '69 Montesa 250, exlnt. cond. Must sell, $350.00. (714) 797-9521. (39)

Cycle and Chain Saw Shop
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Profab frame, Midi-mount shocks, DID rims, chrome cylinder, trick-it, Andre, YZ seat, extra cylinder, very few hours on engine. Over $2000 invested. Make offer. (714) 639-2242. (39/2x)

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Excellent condition, new rings and piston, 4.60x18 Dunlop, K&N air filter, Uni levers, many extras. Asking $800.00. Call after 6:00 p.m. (213) 377-1355. (39)

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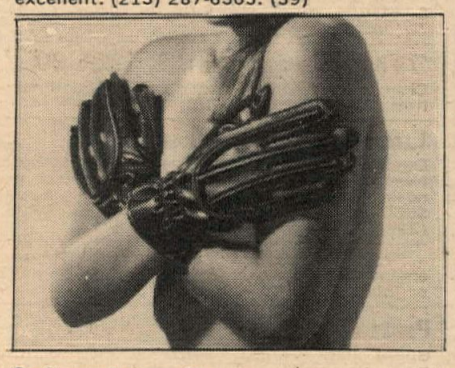

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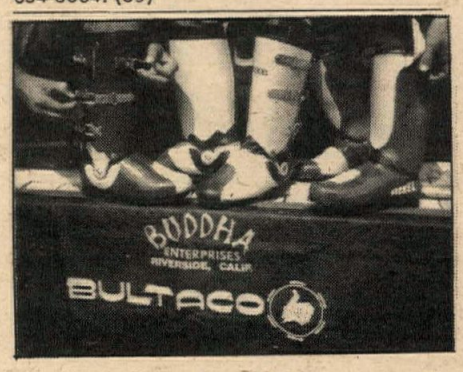

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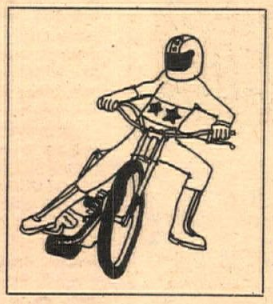

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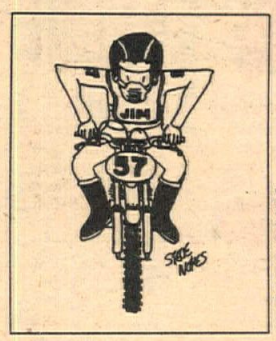

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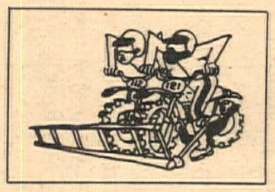

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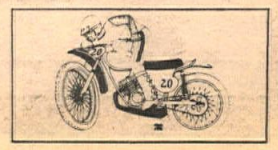

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